

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 25, 2003 - 3:30 P.M.
State Administrative Board Meeting - July 1, 2003 - 11:00 A.M.

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MINERAL LEASES

1. Direct Development Oil and Gas Leases (2), Dennis R. Schmude, d/b/a Schmude Oil of Traverse City, Michigan, 80.00 acres more or less, of Department of Natural Resources State-owned minerals, Sections 19 and 29, T32N, R02W, Corwith Township, Otsego County.

Terms: One-year term, no extensions, 3/16 royalty, \$6,000.00 bonus.

2. Direct Non Development Oil and Gas Lease, Dennis R. Schmude, d/b/a Schmude Oil of Traverse City, Michigan, 40.00 acres more or less, of Department of Natural Resources State-owned minerals, Section 20, T32N, R02W, Corwith Township, Otsego County.

Terms: One-year term, no extensions, 3/16 royalty, \$3,000.00 bonus.

3. Direct Nondevelopment Oil and Gas Lease, Benelli Oil, LLC of Grand Rapids, Michigan, 9.09 acres, more or less, of Department of Transportation State-owned minerals, Section 2, T15N, R04W, Isabella Township, Isabella County.

Terms: One-year term, no extensions, 3/16 royalty, \$130.00 bonus.

4. Direct Nondevelopment Underground Gas Storage Lease, Mid Michigan Gas Storage Company of Houston, Texas, 398.41 acres more or less, of Department of Natural Resources and Department of Transportation State-owned lands, Sections 4, 16, 28, 32 and 33, T18N, R10W, Lincoln Township, Section 5, T17N, R10W, Richmond Township, Osceola County and Sections 23 and 24, T18N, R11W, Pinora Township, Lake County.

Terms: Seven-year term, initial \$1,992.05 annual rental, \$5,179.33 bonus.

5. Direct Nondevelopment Underground Gas Storage Lease, Mid Michigan Gas Storage Company of Houston, Texas, 1,061.71 acres more or less of Department of Natural Resources and Department of Transportation State-owned lands in Sections 6, 16, 17, 28, and 33, T18N, R10W, Lincoln Township, Section 5 and 8, T17N, R10W, Richmond Township, Osceola County and Sections 14, 23, 24, 26 and 35, T18N, R11W, Pinora Township, Lake County.

Terms: Seven-year term, initial \$5,308.55 annual rental, \$13,802.23 bonus.

6. Direct Development Nonmetallic (Sand And Gravel) Leases (7), County Road Commissions, 584.14 acres more or less of Department of Natural Resources State-owned lands in Alcona, Crawford, and Oscoda Counties.

* Denotes a non-standard contract/amendment

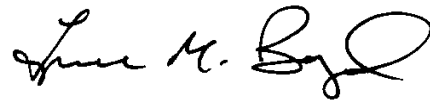
Terms: Seven-year term, \$0.22 per ton royalty for sand and \$0.45 per ton royalty on gravel.

These items were formally approved by the Chief, Forest, Mineral and Fire Management of the Department of Natural Resources on June 4, 2003. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

A handwritten signature in black ink, appearing to read "Lynne M. Boyd". The signature is fluid and cursive, with a large, stylized "L" and "B".

By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 25, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: July 1, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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|----|--|---------------------------------|------------------|
| 1. | Kelcris Corporation 3416 Corwin Road P.O. Box 362 Williamston, MI 48895 | Concrete Pavement Repair | \$134,130 |
|----|--|---------------------------------|------------------|

Approval is requested to authorize the Shiawassee County Road Commission to award a one year contract for concrete pavement repair on M-52 from the Owosso north city limit to Ardelean Drive. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: For concrete patches on M-52 that include pavement repair/reinforced concrete and hand patching.

Benefit: Improved ride quality and decreased cost of road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surface is in need of pavement repair to prevent unsafe road conditions for motorists. If duties are not performed, spalling may become a safety issue for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected. Maintenance of roadway will be reduced, which will decrease future maintenance costs.

New Project Identification: This is routine maintenance and not a new project.

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| 2. | Rieth-Riley Construction Co, Inc. P.O. Box 239 Grawn, MI 49637-0239 | Milling & Paving | \$167,521.72 |
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Approval is requested to authorize the Missaukee County Road Commission to award a one-year subcontract for milling and paving on M-55 from Stevens Road easterly approximately 3.5 miles to Merritt Road. The project was advertised, and one bid was received and accepted. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Work includes milling and replacement of 3.5 miles of 1.5 inches of existing pavement, approximately 28 feet wide.

Benefit: The contract provides for safer highways for the traveling public. It helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surface is in need of resurfacing to prevent unsafe road conditions for motorists. If duties are not performed, it could become a hazard for the traveling public

Cost Reduction: The project was competitively bid and advertised.

New Project Identification: This is routine maintenance and not a new project.

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| 3. | B & B Snowplowing & Lawn Service, Inc. 5392 Pleasant Hill Drive Fenton, MI | Grass Mowing | \$21,630 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along US-12 (I-275 Freeway to Rawsonville Road). The contract provides for an additional one-year renewal option at the same rate of \$7,210 per year upon mutual agreement of the parties. The project was advertised, and six bids were received. The low bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up on 206 acres along the US-12 State trunkline between the I-275 Freeway to Rawsonville Road in Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$7,210 per year.

Risk Assessment: If the duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised. The low bid was selected.

New Project Identification: Roadside maintenance, not a new project.

CONTRACTS

4. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan
Contract (2003-0426) between MDOT and the Marquette County Road Commission (CRC) is a state infrastructure bank (SIB) loan to assist the CRC in repairing flood damage due to the failure of the Silver Lake dam in May 2003. The flood washed out a bridge and over 1000 feet of roadway on County Road (CR) AAO, completely destroyed approximately 800 feet of road on CR AAT, partially washed out a number of other roads, and eroded the sideslopes of several roads. The loan will allow the CRC to clear debris, repair roadways, undertake engineering design work for the bridge, and fix roadside slopes. MDOT will loan \$290,775 to the CRC at zero percent interest. The CRC will repay MDOT the entire amount on or before September 30, 2005. The contract will be in effect from the date of award through September 30, 2005. Source of Funds: State Infrastructure Bank Loan Funds - \$290,775.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the Marquette CRC to assist in removing debris and making flood repairs to roads, a bridge, and slopes damaged by the failure of the Silver Lake dam in May 2003.

Benefit: The loan will make it possible for the CRC to make the necessary repairs now, instead of waiting until it receives other assistance or can otherwise afford to make them. The sooner the repairs are made, the sooner the facilities will be in safe condition for the traveling public. Also, some facilities, including the bridge, will have to be closed until the repairs can be made.

Funding Source: State Infrastructure Bank Loan Funds - \$290,775.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the CRC does not receive the loan, it may have to postpone making the necessary flood repairs. This would mean that some facilities would not be in the safest possible condition and others would be closed until the repairs could be made, necessitating motorist detours and delays.

Cost Reduction: Loan only covers costs not available from other sources.

New Project Identification: Repair/replacement of existing roads and bridge.

5. HIGHWAYS - IDS Consultant Services

Authorization (Z5) under Contract (2000-0154) between MDOT and Wightman & Associates, Inc., will provide for a road design survey to supplement the photogrammetric mapping on US-12 in the city of Sturgis, St. Joseph County (CS 78022 - JN 50768C). The work items include a photo map verification and pickup of missing data, property, legal alignment, and government corners. This authorization will be in effect from the date of award through March 9, 2004. The authorization amount will be \$121,314.73. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to reconstruct US-12 with concrete pavement, new curb and gutter, new storm sewer, and radius improvements to the US-12/M-66 intersection in and thru the City of Sturgis.

Benefit: This project will provide a safer highway for the motoring public through the City of Sturgis.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The road surface on this stretch of highway is full of potholes and uneven road surface due to frost heave over numerous years, which is now resulting in unsafe road conditions to the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the repair of existing roadway only.

6. *HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (2000-0812/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional studies and the preparation of plans for a segment of I-75 with a partial cloverleaf interchange at M-46, will increase the contract amount by \$1,441,547.28, and will extend the contract term by one year to provide sufficient time for the consultant to complete the work. The original contract provides for the design of I-75 from south of M-46 to north of the I-675 northbound off-ramp in Saginaw County (CS 73111 - JN 47478C). The revised contract term will be February 7, 2001, through December 31, 2004. The revised total contract amount will be \$5,322,234.62. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide and complete design engineering services for interchange operational improvements at I-75 and M-46, Buena Vista Township, Saginaw County.

Benefit: Benefits include reconstruction of freeway; reconstruction of seven bridges; improvement of operations; increased safety; geometry of ramps, freeway, and M-46; reduction in user delay costs; improved conditions for the Delphi Plants; improved ride; and improved long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not awarded, safety issues and congestion will not be resolved and higher maintenance costs to maintain I-75, M-46, and the bridges will be incurred.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a reconstruction project.

7. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z7/R1) under Contract (2001-0482) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by ten months to provide for continued as needed construction engineering services for roadway reconstruction and widening on M-45 from west of 14th Avenue easterly to the Ottawa/Kent county line, township of Tallmadge, Ottawa County, (CS 70041 - JN 45798A). The revised authorization term will be January 15, 2002, through May 15, 2004. The amount of the authorization remains unchanged at \$671,835.57. The contract term is May 15, 2001, through May 15, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This work is for 3.277 miles of bituminous roadway reconstruction and widening, curb and gutter work, and enclosed drainage on M-45, from west of 14th Avenue to east of the Kent west county line, in the city of Walker and Tallmadge Township, Ottawa and Kent Counties.

Benefit: Benefits will include improved roadway surfaces, increased traffic capacity, improved drainage, and various safety upgrades.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway was deteriorating and unable to serve the increasing traffic requirements.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; this is for the rehabilitation and upgrade of an existing roadway.

8. HIGHWAYS - Increase Scope and Amount

Authorization Revision (Z1/R1) under Contract (2001-0665) between MDOT and Tetra Tech MPS will increase the contract amount by \$20,549.17 to provide addition inspection hours due to Detroit Edison delays in moving its electrical lines for traffic signal work. The authorization term remains unchanged, from September 24, 2002, through December 31, 2003. The contract term is January 31, 2002, through January 31, 2005. The revised total contract amount will be \$116,201.73. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide construction inspection and testing services to comply with State and Federal regulations.

Benefit: Will ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of Federal funds and be contrary to state policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

9. HIGHWAYS - Extend Term, Increase Scope and Amount

Amendatory Contract (2002-0145/A3) between MDOT and DLZ Michigan, Inc., will extend the contract term by approximately eighteen months, add Phase II design services to the project work, and increase the contract amount by \$889,191.65. The original contract provides for the design of the I-75 business loop near Square Lake Road, in Oakland County (CSs 63111 and 63174 - JNs 56623D, 51482E, 51483E, 51483D, and 51482F). This project is a two-phase project. MDOT selected the consultant to provide the services for both phases. Phase I included early preliminary engineering studies for the development and evaluation of the geometrics and operational improvements for the I-75 Business Loop. An engineering report was developed to identify the construction cost for the entire project, the right-of-way impacts, the construction staging plan for the northbound alignment and related interchanges, and the level of service. Phase II will include the design of the selected alternative. The length of the project is 2.11 miles. An extension of eighteen months will provide sufficient time for the consultant to complete the ongoing project. The revised contract term will be February 21, 2002, through March 31, 2005. The revised total contract amount will be \$1,511,733.25. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This addition consists of one structure replacement, three deck replacements with two widenings, and one deep overlay on I-75 business loop in Oakland County.

Benefit: The benefits will be increased vertical underclearance for railroad traffic on R01 and improved safety and efficiency.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: These structures are in poor condition. The improvements will increase safety and improve the quality of the interstate network.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

10. *HIGHWAYS - Novation

Amendatory Contract (2002-0207/A4) between MDOT, Wade-Trim/Associates, Inc., and Wade-Trim, Inc., will provide for the reassignment of the contract responsibilities from Wade-Trim, Inc., to Wade-Trim/Associates, Inc. The original contract provides for the design of I-96 (from Telegraph Road to Jeffries Freeway), US-24 (Telegraph Road), and Old M-14 Plymouth Road in the city of Detroit, Wayne County (CS 82122 - JN 45705C). The contract term remains unchanged, March 29, 2002, through December 30, 2003. The total contract amount will remain unchanged at \$5,188,853.07. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To novate the contract.

Benefit: Benefits will include road and bridge repair and increased safety for the public.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT will gain repaired road and bridges, which will lower future maintenance costs and increase safety for the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is rehabilitation of existing roads and structures.

* Denotes a non-standard contract/amendment

11. HIGHWAYS – Time Extension

Amendatory Contract (2002-0212/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete services. The project was completed in the fall of 2002. Punchlist items were to be completed in the spring due to weather restrictions. There was additional contract work that was added for the contractor to complete. The project was a \$37 million project and finaling off quantities takes several months. The original contract provides for construction engineering and inspection and testing on I-96 from the College Road overpass west and northerly to the Wacousta Road overpass in the townships of Delta, Windsor, Watertown, and Lansing in Clinton, Eaton, and Ingham Counties. The revised contract term will be January 29, 2002, through May 31, 2004. The contract amount remains unchanged at \$3,401,342.03. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This work will provide for construction engineering, testing, inspection, and office technician services on a State and Federal aid road and bridge construction project.

Benefit: Application and verification that all contract work complies with the contract documents (proposal, specifications, material usage, etc.).

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of Federal aid monies and support on road and bridge projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; it is a road and bridge reconstruction project on existing facilities.

12. HIGHWAYS – Time Extension

Amendatory Contract (2002-0219/A2) between MDOT and L.S. Engineering, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The construction portion of the project is completed, and the additional time will be used to complete the final project documentation and to come to agreement on final contract quantities. This project has multiple job numbers and categories and approximately 420 contract items to review and balance. The original contract provides for construction engineering on I-196 from Lane Avenue to US-131 in the city of Grand Rapids, Kent County, Michigan. The revised contract term will be February 12, 2002, through September 30, 2003. The contract amount remains unchanged at \$1,136,839.79. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To complete full construction engineering and oversight of the project. Weave/merge lane construction and structure rehabilitation on seven structures on I-196 from Lane Avenue to US-131 in the city of Grand Rapids, Kent County.

Benefit: Addition of a weave/merge lane on EB I-196 between Lane Ave and US-131, and superstructure replacement.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated, and this extension will not change the original contract amount..

Risk Assessment: The current expiration date will pass before the project can be closed. If it is not extended, MDOT staff would not be able to provide the necessary background information to close the project out.

Cost Reduction: LS Engineering will not exceed the established dollar amount of the contract while closing out the project.

New Project Identification: This project is an upgrade of an existing facility.

13. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2002-0237) between MDOT and Northwest Consultants, Inc., will provide for construction engineering services to be performed on M-46 from Alger Road to the west Gratiot county line, Gratiot, Isabella, and Clare Counties (CS M29041 - JN 56963A). This authorization will be in effect from the date of award through January 17, 2005. The total amount of this authorization will be \$112,151.81. The contract term is January 17, 2002, through January 17, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitate the existing roadway by repairing the deteriorating joints and resurfacing 8.96 miles of M-46.

Benefit: Repaired roadway will improve the ride quality of the existing roadway and decrease maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway was deteriorating to the point of becoming a hazard to both the motorists and the residence along this portion of road.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new roadway. This contract is for rehabilitation of an existing roadway.

14. HIGHWAYS – IDS Design Consultant Services

Authorization (Z1) under Contract (2002-0256) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for the design of I-96, from under I-96 west bound to the I-94 west bound ramp (S42) in Wayne County. The work items include deck replacement, widening, painting, and substructure repair. This authorization will be in effect from May 6, 2003, through October 22, 2004. The authorization amount will be \$258,024.44. The contract term is April 25, 2002, through April 25, 2005. This authorization was originally approved by the State Administrative Board on May 6, 2003, under Authorization (Z11) under Contract 2000-0149. All other provisions remain unchanged, only the contract number and authorization number have changed. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Deck replacement, widening, painting, and substructure repairs.

Benefit: New bridge deck and repairs will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risks of not completing this project are higher continuous maintenance costs and decreased motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

15. HIGHWAYS – IDS Design Consultant Services

Authorization (Z2) under Contract (2002-0256) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for the design of I-96 over I-94 (S46) in Wayne County. The work items include deck replacement, widening, painting, and substructure repair. This authorization will be in effect from May 8, 2003, through October 22, 2004. The authorization amount will be \$235,422.37. The contract term is April 25, 2002, through April 25, 2005. This authorization was originally approved by the State Administrative Board on May 6, 2003, under Authorization (Z12) under Contract 2000-0149. All other provisions remain unchanged, only the contract number and authorization number have changed. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Deck replacement, widening, painting, and substructure repairs.

Benefit: New bridge deck and repairs will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risks of not completing this project are higher continuous maintenance costs and decreased motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

16. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2002-0613/A1) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The original contract provided for the early preliminary engineering for the design of I-94 from the Rouge River to Wyoming Avenue in Wayne County (CS 82022 - LN 55848). The revised contract term will be January 30, 2003, through May 7, 2004. The total contract amount remains unchanged at \$903,613.88. Source of Funds: 100% State Restricted Trunkline Funds.

The Project Manager assumed the expiration date was adequate and therefore did not request an extension. It was anticipated that the project would be completed by the expiration date, however, due to MDOT's decision to perform additional field reviews and further the discussions with the FHWA, additional time is requested. The FHWA's input was needed on the alternative selections and many design exceptions that will be required.

Purpose/Business Case: The consultant is providing a final scoping package for the rehabilitation work on the I-94 corridor between the Rouge River and Wyoming Ave.

Benefit: Reconstructing these roadway interchanges and bridges will provide for improved safety, greatly reduced maintenance costs, and a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not undertaken, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in higher maintenance costs and a worse ride for motorists. Also, by not undertaking this project, MDOT would be less likely to achieve its goal of having 90 percent of State roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves reconstruction of existing roadways and bridges.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the design of the (S02) South Dixie Highway bridge over southbound I-75 in the township of Springfield in Oakland County (CS 63173 - JN 60498D). The work items include superstructure replacement, pier cap replacements, substructure repair, slope paving replacement approach work, and maintaining traffic. The total length of the existing three-span bridge is approximately 183 feet. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$197,405.49. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitation of (S02) S. Dixie Highway bridge over southbound I-75 in Springfield Township, Oakland County.

Benefit: Safety for the traveling public.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the repairs are not done, the bridge will eventually have to be closed. This structure has many temporary supports and needs new beams. The risks associated with not undertaking this project are very high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Retroactive Contract (2002-5525) between MDOT and the Village of Dundee will provide for funding participation in the following improvements:

Reconstruction and relocation work on the northbound and southbound exit ramps from Highway US-23 to Highway M-50.

Estimated Funds:

| | |
|----------------------------------|------------------|
| State Restricted Trunkline Funds | <u>\$833,795</u> |
| Total Funds | <u>\$833,795</u> |

NH 58034 - 48611; Monroe County
Local Letting

This contract is retroactive as the work was done in FY 2000. The village was widening the interchange ramps of Highway US-23 and M-50 in anticipation of increased traffic due to the opening of the Cabela's retail store. MDOT had planned to reconstruct the above mentioned ramps in FY 2003 but decided to have the village perform this work in FY 2000 to avoid having to close this interchange twice in three years and to avoid incurring any unnecessary user delay costs. Another benefit to having the village reconstruct the ramps was that MDOT saved money by not having to pay for any costs related to the design and any additional widening that would be necessitated by doing the reconstruction in 2003. The funds for this project could not be secured any sooner than FY 2003, as all available monies for FY 2000 had already been obligated for other MDOT projects that were on the five-year plan. A contract was not written at the time because a condition for contract award is that the funds for the project have to be obligated, and this was not to occur until 2003.

Purpose/Business Case: Reconstruction of ramps needed due to increased traffic and work will result in improved operation of the interchange.

Benefit: Provide easier access to Cabela's, a major tourist destination in Michigan.

Funding Source: 100% State Trunkline Funds.

Commitment Level: Funding based on actual costs.

Risk Assessment: Failure to make payment would make MDOT in violation of its letter agreement with the village.

Cost Reduction: MDOT saved money by not having to pay for the design costs and any additional widening necessitated by its reconstruction project of US-23 in 2003.

New Project Identification: Relocation and reconstruction of existing interchange ramps.

19. HIGHWAYS - IDS Design Consulting Services

Authorization (Z34) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the design of the US-127 business route along Townline Lake Road north to the US-127 interchange, in Hayes Township, Clare County, and will increase the authorization amount by \$111,797.45. The original authorization (Z32) provided for a preliminary survey for safety improvements, for a total cost of \$37,754.21. The authorization term remains unchanged, June 9, 2003, through November 20, 2005. The revised total authorization amount will be \$149,551.66. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing design plans for the rehabilitation of the US-127 business route.

Benefit: Repairing and resurfacing this roadway will provide for improved safety and a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project was not undertaken, safety would not improve, and the existing pavement condition would continue to deteriorate, resulting in a worse ride for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project involves rehabilitation of an existing roadway.

20. *HIGHWAYS - University Research Services
Contract (2003-0138) between MDOT and Michigan State University will provide for research services to review the benefits, survey the available methods and materials, and update construction specifications and contract documents for trenchless construction methods. The work items of this contract include the quantitative analysis of benefits of trenchless construction methods, the survey of all available trenchless construction methods, and the update of MDOT specifications. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$51,037.80. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** The purpose is to determine appropriate materials, techniques, and inspection methods for trenchless technology adjacent to and under MDOT infrastructure.
Benefit: Ensures the safety of roadway surfaces that are above utility installations by eliminating structural weakness and alleviates impact on traffic delays associated with utility installation.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Traffic delays from using trench installations and safety issues due to weakening of roadway.
Cost Reduction: Costs in professional service contracts are based on actual cost plus fixed fee basis not to exceed the contract maximum amount.
New Project Identification: New research study.
21. HIGHWAYS - IDS Real Estate Services
Contract (2003-0329) between MDOT and Moore & Bruggink, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through thirty-six months. The maximum amount of the contract will be \$500,000, and the maximum amount of any authorization will be \$25,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
22. HIGHWAYS - IDS Engineering Services
Contract (2003-0330) between MDOT and Proudfoot Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Engineering Services
Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0346) between MDOT and American Title Company of Livingston County will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
25. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5108) between MDOT and the Genesee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 25-13-12, which carries Willard Road over the Pine Run Creek, Section 1, T9N, R5E, Montrose Township, Genesee County, Michigan; the reconstruction of the approaches to the structure for approximately 202 feet westerly and 203 feet easterly of the structure.

PART B

Nameplate installation work for the structure B01 of 25-13-12, which carries Willard Road over the Pine Run Creek.

Estimated Funds:

| | <u>PART A</u> | <u>PART B</u> | <u>TOTAL</u> |
|--------------------------------------|------------------|---------------|------------------|
| Federal Highway Administration Funds | \$317,000 | \$ 0 | \$317,000 |
| State Restricted Trunkline Funds | \$ 59,400 | \$ 0 | \$ 59,400 |
| Genesee County Road Commission Funds | \$ 19,900 | \$500 | \$ 20,400 |
| Total | <u>\$396,300</u> | <u>\$500</u> | <u>\$396,800</u> |

BRO 25013 - 56494

Let 5/2/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Genesee County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Genesee County for Part A; 100% Genesee County for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5115) between MDOT and the Oceana County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along 192nd Avenue from approximately 1500 feet south of Gale Road to Gale Road, including hot mix asphalt pavement and culvert work.

Estimated Funds:

| | |
|--|------------------|
| Federal Highway Administration Funds being used | |
| in lieu of State Restricted Economic Development Funds | \$104,650 |
| Federal Highway Administration Funds | \$193,200 |
| State Restricted Economic Development Funds | \$104,650 |
| Oceana County Road Commission Funds | \$ 0 |
| Total Funds | <u>\$402,500</u> |

EDDF 64555 - 72957

Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds

Commitment Level: 74% Federal, 26% State; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

27. HIGHWAYS - Cost Participation for Local Agency Design Contract

Contract (2003-5162) between MDOT and the City of West Branch will provide for funding participation in the design under contract by the City of the following Transportation Enhancement improvements:

Development of a non-motorized master plan for the city of West Branch and throughout Ogemaw County along Highways M-30, M-33, and M-55 and also along major county roads throughout Ogemaw County.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$ 24,000 |
| State Restricted Trunkline Funds | \$ 8,000 |
| City of West Branch Funds | <u>\$ 8,000</u> |
| Total Funds | <u>\$ 40,000</u> |

STE 65900 – 72791; Ogemaw County
Design

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide for safe non-motorized transportation throughout Ogemaw County.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of West Branch Funds.

Commitment Level: 60% Federal up to \$24,000, 20% State up to \$8,000, and the balance by the City of West Branch; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Hours with consultants negotiated and cap on Federal funding.

New Project Identification: New non-motorized path master plan.

28. HIGHWAYS - Cost Participation for Local Agency Design Contract

Contract (2003-5185) between MDOT and the City of Gaylord will provide for funding participation in the design under contract by the City of the following Transportation Enhancement improvements:

Development of a non-motorized master plan for the city of Gaylord along the Highway I-75 business loop from Johnson Road to South Wisconsin Avenue/Grandview Boulevard and along Highway M-32 from the Lake State Railway crossing to Maple Avenue.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$ 30,000 |
| State Restricted Trunkline Funds | \$ 10,000 |
| City of Gaylord Funds | <u>\$ 10,000</u> |
| Total Funds | <u>\$ 50,000</u> |

STE 69011 – 73419; Otsego County
Design

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide for safe non-motorized transportation throughout Ogemaw County.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Gaylord Funds.

Commitment level: 60% Federal up to \$30,000, 20% State up to \$10,000, and the balance by the City of Gaylord; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Hours with consultants negotiated and cap on Federal funding.

New Project Identification: New non-motorized path master plan.

29. HIGHWAYS - Cost Participation for Construction Contract

Contract (2003-5186) between MDOT and the City of St. Joseph will provide for participation in the following improvements:

Construction of storm sewer and related facilities from Highway M-63 along Harrison Avenue to Church Street to the existing storm sewer at Ship Street.

Estimated Funds:

| | |
|----------------------------------|--------------------|
| State Restricted Trunkline Funds | \$ 157,497 |
| City of St. Joseph Funds | <u>\$2,853,707</u> |
| Total Funds | <u>\$3,011,204</u> |

M 84900 - 73095; Berrien County

Local Letting

Purpose/Business Case: Combined Sewer Separation Project.

Benefit: Provides for the drainage of storm water from portions of Highway M-63.

Funding Source: State Trunkline and Bridge Construction Funds; City of St. Joseph Funds; no Build Michigan III Funds.

Commitment Level: 5.23% State; 94.77% City of St. Joseph Funds.

Risk Assessment: Contaminated water flowing into St. Joseph River during intense periods of rainfall.

Cost Reduction: Low bid by City of St. Joseph and concurrence by MDOT Southwest Region.

New project Identification: Construction of new storm sewer system.

30. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5207) between MDOT and the Hillsdale County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 30-06-26, which carries Genesee Road over the St. Joseph River, Section 32, T5S, R3W, Fayette Township, Hillsdale County, Michigan; the reconstruction of the approaches to the structure for approximately 313 feet westerly and 206 feet easterly of the structure.

Estimated Funds:

| | |
|--|------------------|
| Federal Highway Administration Funds | \$289,600 |
| State Restricted Trunkline Funds | \$ 54,300 |
| Hillsdale County Road Commission Funds | <u>\$ 18,100</u> |
| Total Funds | <u>\$362,000</u> |

BRO 30006 - 59704

Let 6/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Hillsdale County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Hillsdale County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

31. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5213) between MDOT and the Livingston County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 47-08-23, which carries Gregory Road over the Red Cedar River, Sections 3 and 4, T3N, R3E, Handy Township, Livingston County, Michigan; the reconstruction of the approaches to the structure for approximately 23m southerly and 23m northerly of the structure.

PART B

Nameplate installation work for the structure B01 of 47-08-23, which carries Gregory Road over the Red Cedar River; approach work along Gregory Road from approximately 23m south of the structure B01 of 47-08-23 southerly 76m and from approximately 23m north of the structure B01 of 47-08-23 northerly 90m.

Estimated Funds:

| | <u>PART A</u> | <u>PART B</u> | <u>TOTAL</u> |
|---|------------------|-----------------|------------------|
| Federal Highway Administration Funds | \$203,600 | \$ 0 | \$203,600 |
| State Restricted Trunkline Funds | \$ 38,200 | \$ 0 | \$ 38,200 |
| Livingston County Road Commission Funds | \$ 12,700 | \$55,200 | \$ 67,900 |
| Total Funds | <u>\$254,500</u> | <u>\$55,200</u> | <u>\$309,700</u> |

BRO 47008 - 39997

Proposed 8/1/2003 Letting

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Livingston County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Livingston County for Part A; 100% Livingston County for Part B; both parts based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

32. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5222) between MDOT and the Presque Isle County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 71-07-11, which carries Finley Road over Quinn Creek, Sections 17 and 18, T33N, R5E, Metz Township, Michigan; the reconstruction of the approaches to the structure for approximately 136 feet southerly and 186 feet northerly of the structure.

Estimated Funds:

| | |
|---|------------------|
| Federal Highway Administration Funds | \$198,400 |
| State Restricted Trunkline Funds | \$ 37,200 |
| Presque Isle County Road Commission Funds | \$ 12,400 |
| Total Funds | <u>\$248,000</u> |

BRO 71007 - 59815

Let 6/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Presque Isle County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Presque Isle County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

33. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5228) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program.

The removal and replacement of the structure B01 of 36-01-07, which carries Ponozzo Road over Kidney Creek, Section 20, T46N, R35W, Bates Township, Iron County, Michigan; the reconstruction of the approaches to the structure for approximately 242 feet westerly and 294 feet easterly of the structure.

Estimated Funds:

| | |
|-----------------------------------|------------------|
| State Restricted Trunkline Funds | \$349,700 |
| Iron County Road Commission Funds | \$ 18,400 |
| Total Funds | <u>\$368,100</u> |

MCS 36001 - 49670

Let 6/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: State Critical Bridge Funds and Iron County Road Commission Funds.

Commitment Level: 95% State, 5% Iron County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

34. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5229) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 36-04-14, which carries Old Beechwood Road over the South Branch of the Iron River, Section 24, T43N, R36W, Iron River Township, Iron County, Michigan; the reconstruction of the approaches to the structure for approximately 327 feet westerly and 227 feet easterly of the structure.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$277,400 |
| State Restricted Trunkline Funds | \$ 52,000 |
| Iron County Road Commission Funds | \$ 17,300 |
| Total Funds | <u>\$346,700</u> |

BRO 36004 - 49671

Let 6/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Iron County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Iron County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

35. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5235) between MDOT and the Jackson County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 38-06-15, which carries Fitchburg Road over the Portage River Drain, Sections 11 and 12, T1S, R1E, Henrietta Township, Jackson County, Michigan; the reconstruction of the approaches to the structure for approximately 331 feet southerly and 123 feet northerly of the structure.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$348,600 |
| State Restricted Trunkline Funds | \$ 65,400 |
| Jackson County Road Commission Funds | \$ <u>21,700</u> |
| Total Funds | <u>\$435,700</u> |

BRO 38006 - 59714

Let 6/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Jackson County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Jackson County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5254) between MDOT and the Village of Middleville will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Reconstruction work along West Main Street from Lem Paul easterly to Highway M-37, including pavement removal, hot mix asphalt surfacing, curb and gutter, aggregate base, subbase, drainage improvements, and intersection improvement work.

PART B

Watermain improvement work along West Main Street from Lem Paul easterly to Highway M-37.

Estimated Funds:

| | <u>PART A</u> | <u>PART B</u> | <u>TOTAL</u> |
|---|------------------|-----------------|------------------|
| Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds | \$120,300 | \$ 0 | \$120,300 |
| State Restricted Economic Development Funds | \$ 34,900 | \$ 0 | \$ 34,900 |
| Village of Middleville Funds | <u>\$ 38,800</u> | <u>\$68,700</u> | <u>\$107,500</u> |
| Total Funds | <u>\$194,000</u> | <u>\$68,700</u> | <u>\$262,700</u> |

EDDF 08555 - 74017; Barry County
Proposed 6/6/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Village of Middleville Funds.

Commitment Level: 62% Federal, 18% State, 20% Village of Middleville; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5262) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along Old Highway US-27 (South Harrison Road) from approximately 425 feet south of Knapp Road northerly to Highway M-55, including trenching, aggregate base, coldmilling, hot mix asphalt surfacing, aggregate shoulders, guardrail improvements, intersection improvements, and traffic control work.

Estimated Funds:

| | |
|--|------------------|
| Federal Highway Administration Funds being used | |
| in lieu of State Restricted Economic Development Funds | \$ 83,300 |
| Federal Highway Administration Funds | \$ 38,600 |
| State Restricted Economic Development Funds | \$ 40,600 |
| Roscommon County Road Commission Funds | <u>\$ 40,600</u> |
| Total Funds | <u>\$203,100</u> |

EDDF 72555 - 73945

Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Roscommon County Road Commission Funds.

Commitment Level: 60% Federal, 20% State, 20% Roscommon County Road Commission; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5266) between MDOT and the Gladwin County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along Estey Road from Jones Road to Eastman Road, including base crushing and shaping, trenching, aggregate base, aggregate shoulders, hot mix asphalt paving, guardrail, pavement marking, and slope restoration work.

Estimated Funds:

| | |
|--|------------------|
| Federal Highway Administration Funds being used | |
| in lieu of State Restricted Economic Development Funds | \$109,000 |
| Federal Highway Administration Funds | \$143,800 |
| State Restricted Economic Development Funds | \$183,000 |
| Gladwin County Road Commission Funds | \$ 0 |
| Total Funds | <u>\$435,800</u> |

EDDF 26555 - 39482

Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Gladwin County Road Commission Funds.

Commitment Level: 58% Federal, 42% State; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5276) between MDOT and the Berrien County Road Commission will provide for funding participation in the following improvements:

PART A

Roadway reconstruction and widening work along Ullery Road from Old Highway US-31 to Pucker Street and along Pucker Street from Ullery Road to Highway M-51, including grading, trenching, coldmilling, hot mix asphalt pavement, guardrail, and restoration work.

PART B

Additional overlay work for Highway M-51 detour route along Ullery Road from Old Highway US-31 to Pucker Street and along Pucker Street from Ullery Road to Highway M-51, including two-foot wide shoulder ribbon work on both sides of the detour route.

Estimated Funds:

| | <u>PART A</u> | <u>PART B</u> | <u>TOTAL</u> |
|--------------------------------------|------------------|-----------------|------------------|
| Federal Highway Administration Funds | \$176,000 | \$ 0 | \$176,000 |
| State Restricted Trunkline Funds | \$ 0 | \$44,200 | \$ 44,200 |
| Berrien County Road Commission Funds | \$ 93,500 | \$ 0 | \$ 93,500 |
| Total Funds | <u>\$269,500</u> | <u>\$44,200</u> | <u>\$313,700</u> |

STU 11410 - 59987

Let 6/6/2003

Purpose/Business Case: To preserve and improve roadways and provide for the safe flow of traffic during the future M-51 construction project.

Benefit: To provide an acceptable alternate route for Highway M-51.

Funding Source: Federal Surface Transportation Program Funds and Berrien County Road Commission Funds for Part A, State Trunkline and Bridge Construction Funds for Part B.

Commitment level: 81.85% Federal up to \$176,000 and balance by Berrien County Road Commission for Part A, 100% State for Part B; both parts based on estimate.

Risk Assessment: Contract required in order for County to receive Federal and State Funds and cost to increase for M-51 project if need to maintain trunkline under traffic during construction instead of using an acceptable alternate route.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5284) between MDOT and the Village of Lakewood Club will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Roadway reconstruction work along Kedzie Road from Kenwood Street to Parkway Road and along Parkway Road from Kedzie Road to White Lake Drive, including base crushing and shaping, aggregate base, curb and gutter, hot mix asphalt surfacing, slope restoration, and pavement marking work.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$134,600 |
| Village of Lakewood Club Funds | <u>\$ 33,600</u> |
| Total Funds | <u>\$168,200</u> |

EDD 61407 - 56358; Muskegon County
Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Village of Lakewood Club Funds.

Commitment Level: 80% State, 20% Village of Lakewood Club; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5288) between MDOT and the City of Grant will provide for participation in the construction of the following improvements:

Asphalt pavement reconstruction work along State Road from Highway M-37 to the East City Limits, including earthwork, subbase, aggregate base, storm sewer, detention basin, hot mix asphalt paving, concrete curb and gutter, pavement markings, slope restoration, and concrete sidewalk work.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMEND.</u> | <u>TOTAL</u> |
|--|------------------|---------------|------------------|
| Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds | \$124,600 | \$(124,600) | \$ 0 |
| Federal Highway Administration Funds | \$328,400 | \$124,600 | \$453,000 |
| City of Grant Funds | <u>\$113,200</u> | <u>\$ 0</u> | <u>\$113,200</u> |
| Total Funds | <u>\$566,200</u> | <u>\$ 0</u> | <u>\$566,200</u> |

STL 62008 - 72725; Newaygo County
Amendment

The purpose of this amendment is to correct type of Federal funding used for the project by replacing Federal Minimum Guarantee Funds with Federal Surface Transportation Funds. The total estimated project cost remains unchanged.

Purpose/Business Case: To amend original contract to correct the type of Federal Funding involved with the project by replacing the Federal Minimum Guarantee Funds with Federal Surface Transportation Funds.

Benefit: To correct an error in the original contract.

Funding Source: Federal Surface Transportation Program Funds and City of Grant Funds.

Commitment Level: 80% Federal, 20% City of Grant; based on estimate.

Risk Assessment: With amendment, the project can be funded with the correct type of Federal Funds.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was to improve existing roadway.)

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5294) between MDOT and the Ogemaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Roadway reconstruction work along Rose City Road from the Rifle River State Recreation Area entrance to Main Street, including machine grading, base crushing and shaping, aggregate shoulders, culverts, hot mix asphalt surfacing, pavement marking, and slope restoration work.

Estimated Funds:

| | |
|--|------------------|
| Federal Highway Administration Funds being used | |
| in lieu of State Restricted Economic Development Funds | \$199,300 |
| Federal Highway Administration Funds | \$146,100 |
| State Restricted Economic Development Funds | \$ 97,400 |
| Ogemaw County Road Commission Funds | \$ 0 |
| Total Funds | <u>\$442,800</u> |

EDDF 65555 - 72666

Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 78% Federal, 22% State; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5299) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along F97 (Maple Valley Road) from Muma Road southerly to the Roscommon/Gladwin County Line, including hot mix asphalt surfacing, aggregate shoulders, intersection improvements, and traffic control work.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$109,700 |
| Roscommon County Road Commission Funds | \$ 27,400 |
| Total Funds | <u>\$137,100</u> |

EDD 72555 - 73944

Let 6/6/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Roscommon County Road Commission Funds

Commitment Level: 80% State, 20% Roscommon County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5301) between MDOT and the Road Commission for Macomb County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Resurfacing work along Mound Road from 8 Mile Road to 10 Mile Road.

Estimated Funds:

| | |
|---|--------------------|
| State Restricted Economic Development Funds | \$1,000,000 |
| Road Commission for Macomb County Funds | \$ 400,000 |
| Total Funds | <u>\$1,400,000</u> |

EDA 50522 - 74745

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Warren Funds.

Commitment Level: 100% State up to \$1,000,000 and the balance by City of Warren; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2003-5307) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and resurfacing work along Monroe Street from Woodward Avenue to Randolph Street, along Gratiot Avenue from Woodward Avenue to Broadway Street, and along Woodward Avenue from Congress Street to north of Michigan Avenue; including traffic signals and underground conduit.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMEND.</u> | <u>TOTAL</u> |
|---|--------------------|--------------------|--------------------|
| State Restricted Economic Development Funds | \$4,233,331 | \$1,616,775 | \$5,850,106 |
| City of Detroit Funds | <u>\$1,122,869</u> | <u>\$1,249,625</u> | <u>\$2,372,494</u> |
| Total Funds | <u>\$5,356,200</u> | <u>\$2,866,400</u> | <u>\$8,222,600</u> |

EDA 82522 - 59980; Wayne County
Amendment

The purpose of this amendment is to increase the maximum amount of Transportation Economic Development Funds from \$4,233,331 to \$5,850,106 for eligible work items.

Purpose/Business Case: Amend original contract to include additional Transportation Economic Development funding for eligible work items.

Benefit: To allow for the completion of the Woodward loop for the Compuware Headquarters project.

Funding Source: State Transportation Economic Development Funds and City of Detroit Funds.

Commitment Level: 100% State up to \$5,850,106 and the balance by City of Detroit; based on estimate.

Risk Assessment: Without amendment, the work would have to be rebid and the cost of the State's participation would likely be higher.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was to improve existing roadway.)

46. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
Amendatory Contract (2003-5308) between MDOT and the Association for Retarded Children of Western Wayne County will provide for funding participation in the following Transportation Enhancement improvements:

Administration of bicycle safety and education programs for individuals with disabilities, including purchasing of materials, operating expenses and personnel expenses at basic skills sites and winter skills sites.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMEND.</u> | <u>TOTAL</u> |
|--------------------------------------|------------------|------------------|------------------|
| Federal Highway Administration Funds | \$194,080 | \$4,490 | \$198,570 |
| State Restricted Trunkline Funds | <u>\$ 48,520</u> | <u>(\$4,490)</u> | <u>\$ 44,030</u> |
| Total Funds | <u>\$242,600</u> | <u>\$ 0</u> | <u>\$242,600</u> |

STE 82900 - 72166; Wayne County
Amendment

The purpose of this amendment is to change the percentage of Federal Funding involved with the project. The total estimated project cost remains the same.

Purpose/Business Case: To amend original contract to change the percentage of Federal Funding involved with the project from 80% to 81.85%.

Benefit: To correct an error in the Federal percentage ratio of the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 81.85% Federal and 18.15% State; total not to exceed \$242,600.

Risk Assessment: With amendment, the project can be funded with the correct percentage of Federal Funds.

Cost Reduction: Replaced State funds with Federal funds.

New Project Identification: N/A. (Original contract was to fund existing bicycle safety program.)

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5333) between MDOT and the City of Sandusky will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and widening work along Orval Drive from Highway M-46 to Industrial Drive and along Industrial Drive from Orval Drive to Stoutenberg Road.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$325,200 |
| City of Sandusky Funds | <u>\$ 81,300</u> |
| Total Funds | <u>\$406,500</u> |

EDA 74522 - 74748; Sanilac County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Sandusky Funds.

Commitment Level: 100% State up to \$325,200 and the balance by the City of Sandusky; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5352) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Concrete pavement and joint repair work along Ann Arbor Road from Hatter Road to Cone Road, including the addition of concrete box beams with concrete deck for the structure B02 of 58-11-20, which carries Ann Arbor Road over the North Macon Drain, and for the structure B01 of 58-11-22, which carries Ann Arbor Road over Bear Swamp Creek.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$545,000 |
| Monroe County Road Commission Funds | <u>\$347,500</u> |
| Total Funds | <u>\$892,500</u> |

EDA 58522 - 75430

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Monroe County Road Commission Funds.

Commitment Level: 77% State up to \$545,000 and the balance by Monroe County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5353) between MDOT and the Village of Dundee will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and turn-lane work along Ann Arbor Road from approximately 1100 feet north of Highway M-50 to Hatter Road.

Estimated Funds:

| | |
|---|--------------------|
| State Restricted Economic Development Funds | \$1,600,000 |
| Village of Dundee Funds | <u>\$ 400,000</u> |
| Total Funds | <u>\$2,000,000</u> |

EDA 58522 - 75138; Monroe County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Village of Dundee Funds.

Commitment Level: 92% State up to \$1,600,000 and the balance by Village of Dundee; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5354) between MDOT and City of Portage will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous bicycle path work along Lovers Lane from Romence Road Parkway northerly to Milham Avenue.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| Federal Highway Administration Funds | \$ 90,003.00 |
| City of Portage Funds | <u>\$ 38,572.72</u> |
| Total Funds | <u>\$128,575.72</u> |

STE 39013 – 58144; Kalamazoo County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Portage Funds.

Commitment level: 70% Federal up to \$90,003.00 and the balance by City of Portage; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5355) between MDOT and City of Fraser will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Pedestrian and bicycle bridge installation work along Garfield Road over the Harrington Drain.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$72,000 |
| City of Fraser Funds | <u>\$18,000</u> |
| Total Funds | <u>\$90,000</u> |

STE 50458 – 73848; Macomb County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Fraser Funds

Commitment level: 80% Federal up to \$72,000 and the balance by City of Fraser; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

52. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5358) between MDOT and Kent County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Landscaping work along John J. Oostema Boulevard from Patterson Avenue to the Gerald R. Ford International Airport Terminal Building.

Estimated Funds:

| | |
|--------------------------------------|--------------------|
| Federal Highway Administration Funds | \$ 761,100 |
| Kent County Road Commission Funds | <u>\$ 761,100</u> |
| Total Funds | <u>\$1,522,200</u> |

STE 41408 - 72202
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and Kent County Road Commission Funds.

Commitment level: 50% Federal up to \$761,100 and the balance by Kent County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

53. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5363) between MDOT and the City of Imlay City will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Upgrading to an all-season route and widening from two lanes to three lanes along Newark Road from 900 feet east of Highway M-53 easterly to Reek Road, including the addition of an eastbound right-turn lane.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$191,600 |
| City of Imlay City Funds | \$ 0 |
| Total Funds | <u>\$191,600</u> |

EDA 44522 - 74743; Lapeer County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and the City of Imlay City Funds.

Commitment Level: 100% State up to \$191,600 and the balance by City of Imlay City; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement and expansion of existing roadway.

54. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5364) between MDOT and City of Kalamazoo will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bicycle path work for the Kalamazoo River Valley Trailway from the intersection of Kalamazoo Avenue and Westnedge Street westerly to the existing Kal Haven Trail terminus.

Estimated Funds:

| | |
|--------------------------------------|--------------------|
| Federal Highway Administration Funds | \$ 862,500 |
| City of Kalamazoo Funds | \$ 287,500 |
| Total Funds | <u>\$1,150,000</u> |

STE 39405 – 50953; Kalamazoo County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Kalamazoo Funds.

Commitment level: 75% Federal up to \$862,500 and the balance by City of Kalamazoo; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

55. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5365) between MDOT and City of South Lyon will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Lafayette Street from Detroit Street to Liberty Street and along Lake Street from Washington Street to Wells Street, including concrete curb and gutter removal and replacement, brick pavers, colored and stamped crosswalks, and decorative sidewalk work.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$320,749 |
| City of South Lyon Funds | <u>\$172,711</u> |
| Total Funds | <u>\$493,460</u> |

STE 63474 – 73835; Oakland County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of South Lyon Funds.

Commitment level: 65% Federal up to \$320,749 and the balance by City of South Lyon; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

56. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5373) between MDOT and the Kent County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work and upgrading to an all-season route along 64th Street from approximately 750 feet west of Bancroft Avenue to Alden Nash Avenue, including turn-lane work at the intersection of 64th Street and Alden Nash Avenue.

Estimated Funds:

| | |
|---|--------------------|
| State Restricted Economic Development Funds | \$ 711,000 |
| Kent County Road Commission Funds | <u>\$ 331,300</u> |
| Total Funds | <u>\$1,042,300</u> |

EDA 41522 – 74750

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Kent County Road Commission Funds.

Commitment Level: 100% State up to \$711,000 and the balance by Kent County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

57. *MULTI-MODAL (Aeronautics) - Time Extension, Change in Line Item, and Increase in Revenue
Amendatory Contract (96-1062/A1) between MDOT and Kellogg Community College will extend the term of the contract by six years to allow aircraft rescue and fire fighting training services to continue, will delete a tow vehicle from the contract, and will increase the revenue paid to MDOT by \$6.00. The original contract provides an agreement to lease a mobile fire fighting unit, for \$1.00 per year for a total of six years, to Kellogg Community College, of Battle Creek, Michigan. The simulator is transported to individual airport sites and used for training airport personnel in emergency situations. For certain types of airports, this training is required by the Federal Aviation Administration (FAA). The revised contract term will be February 26, 1997, through September 30, 2009. This is a revenue contract. The revised total amount paid to MDOT will be \$12.00.

Purpose/Business Case: The contract is between Kellogg Community College (KCC) in Battle Creek and MDOT, Multi-Modal Transportation Services Bureau, for KCC to operate the Mobile Aircraft Rescue and Fire Fighting trainer (mobile trainer). The mobile trainer simulates aircraft fires in order to train airport and community fire fighting teams in properly extinguishing aircraft fires. The training satisfies a Federal Aviation Administration (FAA) requirement for this type of training at all air carrier airports. KCC moves the mobile trainer to the various airports needing the training and conducts the training at a rate below that of moving the fire fighting crews to a fixed training site. The present contract will expire in 2003 and needs to be extended. In addition, the line item for the tractor that pulls the mobile unit is being removed from the lease as the new tractor will now be owned by KCC. The revised amount adds the \$1 per year lease for the additional six years of the extended lease.

Benefit: Kellogg Community College conducts various fire training programs throughout the state. MDOT and KCC agreed for KCC to administer and conduct training required by the FAA in Aircraft Rescue and Fire Fighting (ARFF). MDOT with FAA funding purchased the mobile trainer in 1997 and leased it to KCC in order for KCC to train the fire crews at Michigan airports. The training provided on site is much cheaper for the airports to conduct, lets the crews use their own equipment, and does not remove these crews from the airports for any time. In addition, many local fire fighters not based on airports train so as to back up the airport teams.

Funding Source: Kellogg Community College Funds: \$12.00

Commitment Level: The contract is a lease for equipment. It is a revenue contract.

Risk Assessment: If the contract is not awarded, the equipment will be idle, as no State employees are trained in its use or in conducting the training. In addition, the airports that currently are trained on site would have to send their ARFF crews to a fixed site with additional costs and time away from the airport.

Cost Reduction: There is no cost to the State.

New Project Identification: This is an amendment to an existing contract.

58. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0326/A1) between MDOT and the Kalamazoo County Board of Commissioners will extend the term of the contract by six months in order to provide sufficient time for the sponsor to complete the project. The original contract provides for rehabilitation of Taxiway A, installation of a precision approach path indicator on Runway 35, rehabilitation of a windcone, installation of Taxiway C lighting, construction of a perimeter road, purchase of a sweeper and blower for snow removal, and preparation of an airport layout plan update at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The revised contract term will be July 6, 2000, through January 5, 2004. The total contract amount remains unchanged at \$1,960,000. Source of Funds: Federal Aviation Administration Funds - \$1,160,000; State Restricted Aeronautics Funds - \$55,000; Kalamazoo County Funds - \$745,000.

Purpose/Business Case: The original contract for the airport improvements will expire on July 5, 2003. The work on the improvements took longer than expected. A six-month extension will allow the contractor sufficient time to finalize the project.

Benefit: The extension will allow the contract to remain open until the work is completed.

Funding Source: Federal Aviation Administration Funds - \$1,160,000; State Restricted Aeronautics Funds - \$55,000; Kalamazoo County Funds - \$745,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project will not be completed, and a new retroactive contract would be required.

Cost Reduction: Initially the project was bid through MDOT and reviewed by MDOT personnel for cost reductions. This is a time extension only.

New Project Identification: This is not a new project.

59. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0772/A1) between MDOT and the Delta County Board of Commissioners will extend the term of the contract by one year to provide sufficient time for all grant activities to be completed. The original contract provides for the purchase and installation of air conditioning for the airport terminal, replacement of curbing in front of the terminal, purchase of six two-way aeronautical radios for maintenance vehicles used on the airport, rehabilitation of the terminal restrooms, painting of the terminal interior, and expansion of the terminal parking lot. The revised contract term will be August 25, 2000, through August 24, 2004. The total contract amount remains unchanged at \$83,182. Source of Funds: State Restricted Aeronautics Funds - \$75,620; Delta County Funds - \$7,562.

Purpose/Business Case: Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current Federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities and program guidelines.

Benefit: The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing Federal and State improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

Funding Source: At airports with less than 150,000 enplanements, such as Escanaba, 90% of the funding comes from State Restricted Aeronautics Funds, and 10% from local sources.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract, \$80,000.

Risk Assessment: If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they could not afford to complete the project without State assistance, and the availability of federal funds would be uncertain.

Cost Reduction: These types of projects generally have been limited to \$80,000 maximum State funds, based upon availability, and local matching funds.

New project Identification: This is not a new project, only a time extension of an existing project.

60. MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2002-0674/A2) between MDOT and Linden Airport Leasing, LLC, will increase the contract amount by \$49,500 for additional paving, topsoil, turfing, and runway end identifier lights. The original contract provides for construction of the runway extension, taxiways, and apron at the Price Airport in Linden, Michigan. The term of the contract remains unchanged, September 11, 2002, through September 10, 2005. The revised total contract amount will be \$771,500. Source of Funds:

| | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|------------------------------------|-----------------------|-----------------|----------------------|
| State Restricted Aeronautics Funds | \$649,800 | \$44,550 | \$694,350 |
| Linden Airport Leasing, LLC Funds | <u>\$ 72,200</u> | <u>\$ 4,950</u> | <u>\$ 77,150</u> |
| Total | <u>\$722,000</u> | <u>\$49,500</u> | <u>\$771,500</u> |

Purpose/Business Case: The project includes the extension of runway 9/27. Additional funds were determined necessary to cover the cost of additional paving, turfing, topsoil, and runway end identifier light.

Benefit: The original contract to extend the runway came in under the programmed funding. Adding some funds to the existing contract and using the savings from the original funding made it possible for additional improvements necessary to the airport to be achieved.

Funding Source: State Restricted Aeronautics Funds - \$694,350; Linden Airport Leasing, LLC Funds - \$77,150; Contract Total - \$771,500.

Commitment Level: The contract is a fixed cost for the construction and consultant services.

Risk Assessment: If the amended contract is not awarded, the project may not proceed as planned, because the locals may not be able to afford the cost at this time without State participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a rehabilitation project with additional lights to improve safety.

61. MULTI-MODAL (Aeronautics) - Construction Services

Contract (2003-0258) between MDOT and the Alpena County Board of Commissioners will provide Federal and State grant funds for perimeter fencing, ramp and parking lot lighting, airfield electrical vault rehabilitation, runway safety area upgrade for Runway 7/25, Phase II construction of a snow removal equipment building, purchase of an airport snow blower, and an Exhibit A property map with boundary survey at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of award through three years. The total contract amount will be \$1,365,000. This contract was approved at the May 6, 2003, State Administrative Board meeting for the amount of \$1,214,000. It was determined that an Exhibit A property map with boundary survey needed to be added to the project. Source of Funds: Federal Aviation Administration Funds - \$1,228,500; State Restricted Aeronautics Funds - \$68,250; Alpena County Funds - \$68,250; Contract Total - \$1,365,000.

Purpose/Business Case: The Exhibit A property map and boundary survey is required by the FAA to account for all federally acquired land and to verify field locations. FAA regulations call for maximum snow clearance for critical pavements requiring equipment performance at a specified level. Service life for this type of equipment is approximately ten years, beyond which replacement equipment is eligible. The sand storage building allows for heating of the sand to prevent it from freezing into an unusable condition. The fencing, ramp lighting, parking lot lighting, and electrical vault are items needed to complete the terminal area update. The runway safety area upgrade is needed to allow for a larger safety area as required by FAA regulations.

Benefit: The snow removal equipment and sand storage building will maintain the level of safety required by the FAA and assumed by the traveling public. The runway safety area upgrade will maintain the Federal runway criteria and provide a clear area in the event of an aircraft overrun. The fencing, lighting, and electrical vault work will provide more security in the terminal area and bring the vault up to current standards.

Source of Funds: Federal Aviation Administration Funds - \$1,228,500; State Restricted Aeronautics Funds - \$68,250; Alpena County Funds - \$68,250; Contract Total - \$1,365,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: Deletion or delay of the purchase of the equipment or building would probably prompt a citation by the Federal compliance inspector and possibly put into non-compliance status the airport, which would stop further Federal grants until satisfied. Also, downtime from equipment failures result in the delay of reopening the airport after a snowfall causing cancelled flights and revenue loss to the airlines. A delay in the property map update could result in a non-compliance citation again the airport by the FAA, which could hold up future grants.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items. Replacement of the equipment is recommended when annual maintenance costs exceed the purchase cost spread over ten years. The property map will be negotiated under a professional engineering contract, using federal procurement standards.

New Project Identification: The snow removal equipment will be the replacement of old equipment with new. The fencing and parking lot lighting are new construction, while the ramp lighting and vault work is replacement. The property map is an update of an existing document.

62. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2003-0347) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The Block Grant is issued to MDOT, and MDOT issues sub-grants to the local communities for airport development projects. Each of the sub-grants will be presented to the Administrative Board for approval. The sub-grants will be used to fund 90 percent of a development project, with the remaining 10 percent coming from State and/or local funds. The amount of the Block Grant issued to MDOT is estimated at \$10,395,000. The Grant will be in effect from the date of award through the completion date of the last sub-grant issued under the Block grant or June 2013, whichever is later.

Purpose/Business Case: The Grant issued to MDOT through the State Block Grant Program provides the Federal funding used for airport improvement projects at general aviation airports as determined by the State.

Benefit: The benefit will be increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using an estimated 90% FAA funds and 10% State and/or Local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue Grant.

Cost Reduction: The Grant amount is not negotiable.

New Project Identification: This is not a new project.

63. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2003-0348) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide Federal and State grant funds for preliminary engineering for the extension of runway 9/27 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$40,500; State Restricted Aeronautics Funds - \$2,250; SMRAA Funds - \$2,250; Contract Total - \$45,000.

Purpose/Business Case: The project is the preliminary engineering for the extension of primary runway. The consultant engineer will make field measurement and soil investigations.

Benefit: The initial benefit is to provide detailed information for the optimum final design of the runway. The ultimate benefit will be the finished runway, which has limited safety areas and length to provide Benton Harbor with air carrier service.

Funding Source: FAA Funds (via Block Grant) - \$40,500; State Restricted Aeronautics Funds - \$2,250; SMRAA Funds - \$2,250; Contract Total - \$45,000.

Commitment Level: The contract is a fixed cost.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: Consultant contracts will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

64. MULTI-MODAL (Aeronautics) - Paint Marking and Purchase of Equipment
Contract (2003-0350) between MDOT and the Luce County Board of Commissioners will provide Federal and State grant funds for paint marking and the purchase of snow removal equipment with loader and blower at the Luce County Airport in Newberry, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$172,620; State Restricted Aeronautics Funds - \$9,590; Luce County Funds - \$9,590; Contract Total - \$191,800.
- Purpose/Business Case:** The paint marking project will re-establish the runway numbers, centerline and side stripes for pilot visual reference. The loader and snow blower will facilitate the winter use of the airport. The average snowfall is 136 inches per year in Newberry.
- Benefit:** Paint marking is a safety requirement for all licensed airports in Michigan. Snow removal allows for the use of the runway after a snowfall and is a licensing requirement.
- Funding Source:** FAA Funds (via Block Grant) - \$185,350; State Restricted Aeronautics Funds - \$10,297; Luce County Funds - \$10,297; Contract Total - \$205,944.
- Commitment Level:** The contract has a fixed cost for the purchase of the equipment and paint marking.
- Risk Assessment:** If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.
- Cost Reduction:** The purchase will be determined by local bid. The paint marking will be bid through MDOT. The costs will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.
- New Project Identification:** This is a new project.
65. MULTI-MODAL (Aeronautics) - Land Acquisition
Contract (2003-0351) between MDOT and the City of Fremont will provide Federal grant funds for land acquisition of parcels E18, E19, E20, and 21 at the Fremont Municipal Airport in Fremont, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$92,700; City of Fremont Funds - \$10,300; Contract Total - \$103,000.
- Purpose/Business Case:** This project includes the purchase of land, which will be used for the extension of runway 18 (with upgraded runway safety areas).
- Benefit:** The extended runway will allow for a greater margin of safety for existing airport users in summer and winter conditions, and also allow for larger payloads (more fuel for longer flights).
- Funding Source:** FAA Funds (via Block Grant) - \$92,700; City of Fremont Funds - \$10,300; Contract Total - \$103,000.
- Commitment Level:** Land acquisition contracts are based on appraised values
- Risk Assessment:** If the contract is not awarded, the project will not proceed, since the local government cannot afford the cost without Federal participation.
- Cost Reduction:** All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.
- New Project Identification:** This is a new project although it is required for an existing facility.
66. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update
Contract (2003-0352) between MDOT and the City of Clare will provide Federal and State grant funds for an airport layout plan update at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$22,500; State Restricted Aeronautics Funds - \$1,250; City of Clare Funds - \$1,250; Contract Total - \$25,000.

Purpose/Business Case: The project includes the updating of the airport layout plan (ALP).

Benefit: The benefit derived from the project is the updating of the existing ALP to meet current FAA standards and requirements.

Funding Source: FAA Funds (via Block Grant) - \$22,500; State Restricted Aeronautics Funds - \$1,250; City of Clare Funds - \$1,250; Contract Total - \$25,000.

Commitment Level: The contract has a fixed cost for the airport layout plan.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, and Federal funds could be lost.

Cost Reduction: The airport layout plan contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is an update of an existing document.

67. MULTI-MODAL (Aeronautics) - Design Engineering

Contract (2003-0353) between MDOT and the Iosco County Board of Commissioners will provide State grant funds for the design of the runway, taxiway, and apron rehabilitation at the Iosco County Airport in East Tawas, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$38,520; Iosco County Funds - \$4,280; Contract Total - \$42,800.

Purpose/Business Case: The project includes the design for the rehabilitation of the runway, taxiway, and apron. The project will provide the technical drawings and specifications to the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The rehabilitation will extend the useful life of the runway, taxiway, and apron.

Funding Source: State Restricted Aeronautics Funds - \$38,520; Iosco County Funds - \$4,280; Contract Total - \$42,800.

Commitment Level: The contract has a fixed cost for the design.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, since the local government may not be able to afford the cost without State participation.

Cost Reduction: The design contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a rehabilitation of an existing facility.

68. MULTI-MODAL (Aeronautics) - Wildlife Studies and Historical Properties Recordation

Contract (2003-0354) between MDOT and the Lenawee County Board of Commissioners will provide Federal and State grant funds for wildlife studies and historical property recordation to determine compliance with the environmental assessment finding of no significant impact (FONSI) at the Lenawee County Airport in Adrian, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$34,200; State Restricted Aeronautics Funds - \$1,900; Lenawee County Funds - \$1,900; Contract Total - \$38,000.

Purpose/Business Case: This wildlife studies and historical property recordation will analyze the factors involved with extending Runway 5.

Benefit: The decision to proceed with the runway extension project depends on how it affects the surrounding environment. The assessment will provide information for a basis for the decision.

Funding Source: FAA Funds (via Block Grant) - \$34,200; State Restricted Aeronautics Funds - \$1,900; Lenawee County Funds - \$1,900; Contract Total - \$38,000.

Commitment Level: The contract is a fixed cost.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: Consultant contracts will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: A consultant will be procured to gather environmental data for the new project.

69. MULTI-MODAL (Aeronautics) - Construction of New Runway and Parallel Taxiway

Contract (2003-0358) between MDOT and Romeo Airport Management, LLC, will provide Federal and State grant funds for the construction of Runway 18/36 (4,000 feet x 75 feet) and north partial parallel taxiway (2,000 feet x 35 feet), including the installation of medium intensity runway lights, precision approach path indicators, runway end identifier lights, taxiway guidance signs, electrical vault, power and control system, rotating beacon, and a lighted windcone, at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$1,822,950; State Restricted Aeronautics Funds - \$101,275; Romeo Airport Management, LLC, Funds - \$101,275; Contract Total - \$2,025,500.

Purpose/Business Case: The purpose of this contract is to preserve and improve the infrastructure and enhance safety at this State-owned airport. Construction will consist of the following projects: reconstruction of Runway 18/36 (4,000' x 75'), including runway safety areas; construction of north partial parallel taxiway (2,000' x 35'); installation of lighting for the new Runway 18/36; and installation of rotating beacon and lighted windcone for the airport.

Benefit: Airport users will benefit as a result of reconstructed pavements and lighting systems. Runway Safety Areas will also be provided at the runway ends as part of this project in order to conform with new Federal standards. The clear areas will enhance the safety of both airport users and motorists on a nearby road.

Funding Source: FAA Funds (via Block Grant) - \$1,822,950; State Restricted Aeronautics Funds - \$101,275; Romeo Airport Management, LLC, Funds - \$101,275; Contract Total - \$2,025,500.

Commitment Level: This project has been bid, and the contract cost is based on the lowest bid submitted by contractors.

Risk Assessment: If project is not developed, the airport infrastructure will continue to deteriorate. Ultimately, airport safety could be compromised. Also, if the Runway Safety Areas are not provided for, the airport will not conform with the latest federal safety standards.

Cost Reduction: Reconstruction of the airport pavements and lighting systems will result in reduced maintenance costs.

New Project Identification: Existing Runway 18/36 will be reconstructed with completely new pavement, base, and drainage system. The existing lighting system for the runway will also be completely replaced. The north partial parallel taxiway will be a new taxiway that does not currently exist. The rotating beacon and lighted windcone are complete replacements to existing airport visual aids that have exceeded their useful service lives.

70. MULTI-MODAL (UPTRAN) – Local Grade Crossing Program

Authorization (41095-75242) under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc. (CSXT), will provide funding for the installation of new side-of-street flashing-light signals, longer half-roadway gates, and additional flashing-light signals on cantilever arms at CSXT=s grade crossing of Breton Avenue between the cities of Grand Rapids and Kentwood. This work, to be done as part of a roadway widening project, will enhance motorist safety. The project-specific authorization is issued under the provisions of Master Agreement (94-0805), dated July 5, 1994, between MDOT and CSXT and a Local Agency Application submitted by the City of Grand Rapids and approved on April 22, 2003. The total project cost is estimated to be \$187,382. Source of Funds: Federal Highway Administration Funds - \$46,845.50; FY 2002 State Restricted Trunkline Funds - \$46,845.50; City of Grand Rapids Funds - \$93,691.

Purpose/Business Case B The project will provide for installation of new flashing-light signals, longer half-roadway gates, and flashing-light signals on cantilever arms at the grade crossing of CSXT with Breton Avenue on the border between the cities of Grand Rapids and Kentwood. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit B The work is being undertaken for the sole purpose of enhancing motorist safety in conjunction with a road widening project. The roadway is being widened from four lanes with a 44-foot surface to five lanes with a total width of 57 feet. The active warning devices are deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source B Funding for 50% of this project is a combination of Federal and State dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130 and MCLA 247.660(1)(a), respectively. The remaining 50% is the responsibility of the City of Grand Rapids. Federal Highway Administration Funds - \$46,845.50; FY 2002 State Restricted Trunkline Funds - \$46,845.50; City of Grand Rapids Funds - \$93,691.00.

Commitment Level B The contract cost is based on CSXT=s estimate and will be paid on a force account basis.

Risk Assessment B The enhancements to existing warning devices at the crossing will not only accommodate the road widening but also will provide an even greater level of warning for motorists. If the authorization is not awarded, the safety improvements will not be made.

Cost Reduction B The work will be performed by CSXT on a force account basis, so we will reimburse the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the City of Grand Rapids.

New Project Identification B Motorist warning at the crossing today is provided by side-of-street flashing-light signals and half-roadway gates. This project will relocate and enhance those signals to accommodate the road widening and enhance the level of warning by adding flashing-light signals on cantilever arms.

71. MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0801/A1) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the contract term by one year. The time extension is needed because the vendor has not completed the installation of the Compressed Natural Gas (CNG) fueling station. This is new technology, and installation has taken longer than anticipated. The original contract provides State matching funds for BWATC's FY 2000 Federal Section 5309 grant. The revised contract term will be July 19, 2000, through July 18, 2004. The total contract amount remains unchanged at \$613,184. Source of Funds: Federal Transit Administration Funds- \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

Purpose/Business Case: Provides Federal and State funding for the purchase and installation of a Compressed Natural Gas (CNG) fueling station.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds- \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of the fueling station and needed new technology.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a time extension for construction project.

72. MULTI-MODAL (UPTRAN) - Vehicle Transfer

Project Authorization (Z5) under Master Agreement (2002-0004) between MDOT and the City of Alma will provide for the granting and titling of one bus to the City of Alma. This bus was purchased through the Vehicle Purchase State Loaner Program. The State of Michigan is no longer maintaining a Loaner Vehicle Program. The Alma Dial-A-Ride provides service in Gratiot County and has requested this vehicle for its fleet. The original purchase price of the vehicle was \$204,000; the current value is \$51,000. The authorization amount will be \$51,000. The authorization will be in effect from the date of award through six months. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 1998 State Restricted Comprehensive Transportation Funds - \$51,000.

Purpose/Business Case: Provides for the granting and titling of one bus to the City of Alma from the Vehicle Purchase State Loaner Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 1998 State Restricted Comprehensive Transportation Funds - \$51,000.

Commitment Level: Contract amount based on depreciated value of vehicle.

Risk Assessment: The risk of not titling the bus to Alma is additional costs to the State and a loss of service to the public.

Cost Reduction: Grant amount determined by depreciable life of the vehicle.

New Project Identification: Not a new construction project.

73. MULTI-MODAL (UPTRAN) - Section 5307 Capital

Project Authorization (Z8) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority will provide State matching funds for the FY 2003 Federal Section 5307 grant for the purchase of ten buses, computer hardware and software, spare bus components, maintenance equipment, capital cost of contracting, preventive maintenance, and planning for the construction of a park and ride lot and for the renovation of the facility. The project authorization will be in effect from May 7, 2003, through May 6, 2006. The project authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The total amount of the authorization will be \$7,090,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$5,672,000; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$1,398,000; Ann Arbor Transportation Authority Funds - \$20,000.

Purpose/Business Case: Provides for the purchase of ten buses, computer hardware and software, spare bus components, maintenance equipment, capital cost of contracting, preventive maintenance, and planning, for the construction of a park and ride lot, and for the renovation of the facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds- \$5,672,000; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$1,398,000; Local Funds - \$20,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not undertaking this project is Federal funds would be lost and needed transit vehicles and equipment would not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Includes construction of a new park and ride lot.

74. MULTI-MODAL (UPTRAN) – Section 5309 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0011) between MDOT and the Barry County Board of Commissioners will change the vehicle purchase from one 25-foot bus with lift to up to one trolley and will remove local funding of \$12,422 not required for the purchase. The original authorization provides State matching funds for the FY 2002 Federal Section 5309 grant. The term remains unchanged, February 19, 2003, through February 18, 2006. The revised total authorization amount will be \$91,578. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$73,262; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,316.

Purpose/Business Case: Provides for change in vehicle size from 25-foot to trolley and removes local funding from project authorization.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$73,262; State Restricted Comprehensive Transportation Funds - \$18,316.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

75. MULTI-MODAL (UPTRAN) - Section 5313

Project Authorization (Z10) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority will provide State matching funds to the Federal Section 5313 grant for the purchase of new computer systems, the upgrade of the software, and the creation of an off-site emergency recovery backup system. The effective date of this authorization is April 14, 2003, and the authorization will be in effect for four years. The authorization will be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$119,584. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$95,667; FY 2003 State Restricted Comprehensive Transportation Funds - \$23,917.

Purpose/Business Case: Provides for State matching funds to the Federal Section 5313 grant to purchase new computer systems, upgrade the software, and create an off site emergency recovery backup system.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$95,667; FY 2003 State Restricted Comprehensive Transportation Funds - \$23,917.

Risk Assessment: The risk of not undertaking this project is that Federal funds will be lost and needed equipment may not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

76. MULTI-MODAL (UPTRAN) - Section 5313

Project Authorization (Z7) under Master Agreement (2002-0030) between MDOT and the Crawford County Transportation Authority will provide State matching funds to the Federal Section 5313 grant for the purchase of an automatic vehicle locator system, base station, and replacement radios. The effective date of this authorization is April 14, 2003, and the authorization will be in effect for four years. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$37,794. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$30,235; FY 2003 State Restricted Comprehensive Transportation Funds - \$7,559.

Purpose/Business Case: Provides for State matching funds to the Federal Section 5313 grant to purchase an automatic vehicle locator system, base station, and replacement radios.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$30,235; FY 2003 State Restricted Comprehensive Transportation Funds - \$7,559.

Risk Assessment: The risk of not undertaking this project is that Federal funds will be lost and needed equipment may not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

77. MULTI-MODAL (UPTRAN) - Section 5307 Capital

Project Authorization (Z9) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide State matching funds to the FY 2003 Federal Section 5307 grant for the construction of a downtown transit center and the purchase of preventive maintenance, engineering services, communications equipment, and service/support vehicles. The effective date of this project authorization is May 21, 2003, and the authorization will be in effect for three years. The project authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The total amount of the authorization will be \$29,073,864. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$23,259,090; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$5,814,774.

Purpose/Business Case: Provides Federal and State funding for the construction of a downtown transit center and purchase of preventive maintenance, engineering services, communications equipment and service/support vehicles.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$23,591,090; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$5,814,774.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing this contract is that the City of Detroit would lose \$23,259,090 in Federal funding.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: One of the projects is the construction of a transit center.

78. MULTI-MODAL (UPTRAN) - Section 3037 Program

Project Authorization (Z10) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide State matching funds to the City of Detroit's FY 2002 Section 3037 Jobs Access/Reverse Commute Program grant for the purchase of vans and ride locator computer software and for job access operating services, demand response services, RideSource services, and reverse commute services. The authorization will be in effect from May 8, 2003, through May 7, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$3,201,644. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,436,482; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,173,205; City of Detroit Funds - \$416,648; Suburban Mobility Authority for Regional Transportation Funds - \$168,500; Downriver Community Conference Funds - \$6,809.

Purpose/Business Case: Provides for the purchase of vans and ride locator computer software and for job access operating, demand response services, RideSource services, and reverse commute services.

Benefit: Benefits include increased public safety through improved transportation infrastructure and expansion of the service area(s) and hours of existing transit providers.

Funding Source: Federal Transit Administration Funds - \$1,436,482; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,173,205; City of Detroit Funds - \$416,648; Suburban Mobility Authority for Regional Transportation Funds - \$168,500; Downriver Community Conference Funds - \$6,809.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not providing this authorization are that \$1.4 million in Federal funds would be lost and the transit service improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

79. MULTI-MODAL (UPTRAN) - Section 5307/STP Programs

Project Authorization (Z4) under Master Agreement (2002-0055) between MDOT and City of Kalamazoo will provide State matching funds for Kalamazoo's FY 2003 Federal Section 5307 Capital and Surface Transportation Planning programs for the purchase of three replacement vans, shop equipment, office support equipment, replacement parts for fleet vehicles, and tire lease program. Other program items include rehabilitation and renovation of existing bus passenger shelters, acquisition and installation of an additional five bus shelters, and facility renovations. The authorization is retroactive due to the term matching the Federal grant effective date; the effective date of this authorization is April 24, 2003, and the authorization will be in effect through April 23, 2006. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992 from SAB retroactive contract policy. The total cost of the authorization is \$498,306. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$398,645; FY 2003 State Restricted Comprehensive Transportation Funds - \$94,661; City of Kalamazoo Funds - \$5,000.

Purpose/Business Case: Provides State matching funds for the purchase of a replacement van, shop equipment, office support equipment, replacement parts for fleet vehicles, tire lease program, rehabilitation and renovation of existing bus passenger shelters, acquire and install an additional five bus shelters, and facility renovations.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$398,645; FY 2003 State Restricted Comprehensive Transportation Funds - \$94,661; City of Kalamazoo - \$5,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this project authorization are that Federal funds will be lost and the needed facility work and transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

80. MULTI-MODAL (UPTRAN) - Section 5307 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) in Wayne County will increase State funds by \$2,012,293 to match additional Federal funds of \$8,049,172 for SMART's FY 2003 Section 5307 Program grant. This is due to SMART previously receiving only a partial appropriation of its FY 2003 Section 5307 Program grant. SMART's service area includes parts of Wayne, Oakland, Macomb, and Monroe counties. Project items include the purchase of replacement vans, support equipment, support vehicles, storage tanks, Automatic Data Processing (ADP) hardware, ADP software, preventive maintenance, bus route signage, and facility renovations for SMART; and the purchase of ADP hardware, ADP software, shop equipment, and facility renovations for Monroe. The revised total authorization amount will be \$15,717,075. The authorization term remains unchanged, February 3, 2003, through February 2, 2006. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Purpose/Business Case: This authorization will provide for the purchase of replacement vans, support equipment, support vehicles, storage tanks, ADP hardware, ADP software, preventive maintenance, bus route signage, and facility renovations for SMART; and the purchase of ADP hardware, ADP software, shop equipment, and facility renovations for Monroe.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$12,573,660; FY 2003 State Restricted Comprehensive Transportation Funds - \$3,143,415.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that \$8 million in Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

81. *MULTI-MODAL (UPTRAN) - Novation

Amendatory Contract (2002-0570/A1) between MDOT, Allegan County Community Mental Health, and the Allegan County Board of Commissioners will reassign contract responsibilities from Allegan County Community Mental Health to the Allegan County Board of Commissioners. The original contract provides State matching funds for the agency's FY 2002 Federal Section 5310 program. The contract term remains unchanged, August 12, 2002, through August 11, 2005. The total contract amount remains unchanged at \$86,540. Source of Funds: Federal Transit Administration Funds - \$69,232; FY 2002 State Restricted Comprehensive Transportation Funds - \$17,308.

Purpose/Business Case: Novates the contract from Allegan County Community Mental Health to the Allegan County Board of Commissioners.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$69,232; FY 2002 State Restricted Comprehensive Transportation Funds - \$17,308.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

82. *MULTI-MODAL (UPTRAN) - Motor Carrier Safety Assistance Program

Retroactive Letter of Agreement (2003-0317) between MDOT and the Michigan Department of State Police (MDSP) will provide MDOT (as a sub-grantee of MDSP) United States Department of Transportation (USDOT) Motor Carrier Safety Assistance Program (MCSAP) funds. These funds will be used to perform intercity bus inspections that meet Federal standards and other federally approved activities, thereby increasing the safety of, and service to, Michigan intercity bus travelers. The random inspection efforts under MCSAP will be over and above our present inspection efforts. This agreement will be in effect from October 1, 2002, through September 30, 2003. This Letter of Agreement is being processed retroactively as the Letter of Agreement was just recently received from MDSP. The total project cost is \$143,936.43. Source of Funds: USDOT/Federal Motor Carrier Safety Administration Funds - \$115,149.14; FY 2003 State Restricted Comprehensive Transportation Funds - 28,787.29.

Purpose/Business Case: Provides funds to perform intercity bus inspections and management safety audits that meet federal standards and other Federally-approved activities, thereby increasing the safety of, and service to, Michigan intercity bus travelers.

Benefit: Increased public safety through intercity bus inspection efforts.

Funding Source: USDOT/Federal Motor Carrier Safety Administration Funds - \$115,149.14; FY2003 State Restricted Comprehensive Transportation Funds - \$28,787.29.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that the Michigan traveling public could be at risk, unknowingly using a bus carrier that was unsafe, placing passengers at risk of injury. Also, Federal funds would be lost and the State could be exposed to liability for not performing its statutory safety responsibility under PA 432.

Cost Reduction: Reduced cost to MDOT and State through use of 80% Federal funds match.

New Project Identification: Not a new project.

83. *MULTI-MODAL (UPTRAN) Marine Passenger Capital

Contract (2003-0319) between MDOT and the Beaver Island Transportation Authority (BITA) will provide funding for support equipment and capital improvements to the Beaver Island terminal facility. Project items include oil containment booms for spill containment, forklift truck, modifications to existing forklifts, gating and security equipment for docks, a battery charger, and construction of a storage facility for the Beaver Island terminal. The contract will be in effect from the date of award through three years. The total project cost will be \$232,111. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$208,900; Beaver Island Transportation Authority Funds - \$23,211.

Purpose/Business Case: Provides for support equipment and capital improvements to the Beaver Island terminal facility. Project items include oil containment booms for spill containment, forklift truck, modifications to existing forklifts, gating and security equipment for docks, a battery charger, and construction of a storage facility for the Beaver Island terminal.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$208,900; Beaver Island Transportation Authority Funds - \$23,211.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risks of not undertaking this project are potential environmental contamination, reduced safety, and inefficient operations due to improper/outdated equipment.

Cost Reduction: All items will be bid for best use of funds.

New Project Identification: Storage facility will be constructed on agency-owned property.

84. *MULTI-MODAL (UPTRAN) - Permanent Restrictive Covenant on Deed

Restrictive Covenant (2003-0436) places a Restrictive Covenant on the State-owned Boardman Railroad Yard in Traverse City, whereby the Michigan Department of Transportation (MDOT) agrees not to consume or otherwise use the groundwater underlying the property, nor to install, maintain, or use any well on the property. This Restrictive Covenant runs with the property and is binding on all future owners, successors, licensees, and assigns. This Covenant is necessary to conclude environmental clean-up obligations with the Michigan Department of Environmental Quality. In return for the award of this Covenant, the offending party has agreed not to pursue any action against MDOT to recoup the cost of clean-up of the site. This agreement is documented in a letter, dated July 24, 2002, from the offending party, Cone Drive Operations, Inc., to Raymond O. Howd, First Assistant Attorney General, Transportation Division, and is signed in agreement by Mr. Howd. The term of this Covenant is from the date of award through perpetuity. There are no funds required in this Covenant.

Purpose/Business Case: This Covenant is necessary to conclude governmentally-imposed clean-up obligations associated with the clean-up of an environmentally contaminated site.

Benefit: This Covenant will prevent MDOT from being held liable for any and all financial costs associated with clean-up of this site.

Funding Source: This is a zero dollar Covenant.

Commitment Level: No costs are associated with this Covenant.

Risk Assessment: If the Covenant is not awarded, MDOT will not have completed its obligation under an agreed upon resolution and, as such, could be subject to having its financial involvement reassessed.

Cost Reduction: No costs are associated with this Covenant.

New Project Identification: This is not a new project.

BID LETTING

STATE PROJECTS

85. LETTING OF JUNE 06, 2003 (PP 5/2/03) ENG. EST. LOW BID
PROPOSAL 0305050 \$ 124,488.20 \$ 150,486.85
PROJECT STR 47121-73460
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - JULY 07, 2003
COMPLETION DATE - 15 working days 20.88 %

0.08 mi of lowering and reconstruction of road approaches to
railroad tracks (G01) on M-155 (Michigan Avenue) and Walnut
Street at CSX railroad in the city of Howell in Howell
Township, Livingston County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Fisher Contracting Company | | | |
| Florence Cement Company | \$ 150,486.85 | Same | 1 ** |
| L & L Construction Co., Inc. | | | |
| Rohde Brothers Excavating, Inc. | | | |
| Sunset Excavating, Inc. | | | |
| C & D Hughes, Inc. | \$ 174,582.50 | Same | 4 |
| E.T. MacKenzie Company | | | |
| Fonson, Inc. | \$ 158,999.90 | Same | 2 |
| Cadwell Brothers Construction | \$ 169,350.81 | Same | 3 |
| Audia Concrete Construction | | | |
| Aggregate Industries-Central Region | | | |
| Todd T. Kneisel Construction Co. | | | |

4 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

Federal Highway Administration Funds - 90.00 %
State Restricted Trunkline Funds - 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

86. LETTING OF JUNE 06, 2003
 PROPOSAL 0306001
 PROJECT AST 82061-54125
 LOCAL AGRMT.
 START DATE -- 10 days after award
 COMPLETION DATE -- NOVEMBER 01, 2003

ENG. EST. \$ 9,170,605.63
 LOW BID \$ 8,576,214.02
 % OVER/UNDER EST. -6.48 %

2.96 km of concrete reconstruction on US-12 from Denton Road to Belleville Road and culvert removal and reconstruction of B01 and B02 in Canton and Van Buren Townships, Wayne County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---|------------------------|-------------|-------------|
| Miller Bros. Const., Inc. | | | |
| De Angelis Landscape, Inc. | | | |
| E. C. Korneffel Co. | | | |
| Fisher Contracting Company | | | |
| Tony Angelo Cement Construction | \$ 9,319,636.41 | Same | 8 |
| Peter A. Basile Sons, Inc. | \$ 9,299,968.81 | Same | 7 |
| Ajax Paving Industries, Inc. | \$ 8,805,852.87 | Same | 4 |
| John Carlo, Inc. | \$ 8,697,509.83 | Same | 2 |
| Florence Cement Company | | | |
| Angelo Iafrate Construction Company | \$ 8,960,392.40 | Same | 5 |
| Dan's Excavating, Inc | \$ 8,787,493.96 | Same | 3 |
| Sunset Excavating, Inc. | | | |
| Walter Toebe Construction Co. | | | |
| Anlaan Corporation | | | |
| Walsh Construction Company of IL | \$ 9,690,782.00 | Same | 9 |
| Six-S, Inc. | \$ 9,146,542.33 | Same | 6 |
| Waterland Trucking Service, Inc. | \$ 8,576,214.02 | Same | 1 ** |
| Todd T. Kneisel Construction Co. | | | |

9 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.31 % |
| State Restricted Trunkline Funds | 18.69 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

| | | | | |
|-----|--|----------------------------|--------------------------|-----------------------------|
| 87. | LETTING OF JUNE 06, 2003 PROPOSAL 0306002 PROJECT M 32022-60514 LOCAL AGRMT. START DATE - SEPTEMBER 29, 2003 COMPLETION DATE - OCTOBER 25, 2003 | ENG. EST. \$ 598,390.50 | LOW BID \$ 648,156.24 | % OVER/UNDER EST. 8.32 % |
|-----|--|----------------------------|--------------------------|-----------------------------|

7.241 mi of one-course hot mix asphalt resurfacing and shoulder ribbons on M-142 from Parisville Road to the west city limits of Harbor Beach in Sigel and Sand Beach Townships, Huron County.

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------------|----------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | \$ 648,156.24 | Same | 1 ** |
| Albrecht Sand & Gravel Co. | | | |
| Pyramid Paving & Contracting | \$ 738,791.88 | Same | 2 |

2 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Deck patching, joint replacement, painting, pin and hanger replacement, approach work, and maintaining traffic on M-61 over the Muskegon River, 5.0 mi southeast of Marion in Middle Branch Township, Osceola County.

10 Bidders

New Project Identification: Maintenance.

0.60 km of enhancement streetscaping including stamped sidewalk, benches, trash receptacles, and other miscellaneous items of work on M-46 from Pine Street easterly to Fifth Street in the village of Breckenridge in Wheeler Township, Gratiot County.

3 Bidders

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding “non-traditional” transportation projects.

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.

| | | | |
|-----|--|----------------------------|---|
| 92. | LETTING OF JUNE 06, 2003 PROPOSAL 0306079 PROJECT M 83012-74550 LOCAL AGRMT. START DATE - SEPTEMBER 01, 2003 COMPLETION DATE - 8 working days | ENG. EST. \$ 136,744.00 | LOW BID \$ 142,294.05 % OVER/UNDER EST. 4.06 % |
|-----|--|----------------------------|---|

1.264 mi of hot mix asphalt cold milling and resurfacing on M-115/M-37 from M-37 (west junction) to Clark Street and on M-37 from Wheeler Creek to 10 1/2 Road (Sherman Hill) in Mesick Village, Springville, Wexford, and Hanover Townships, Wexford County.

A 2003 highway preventive maintenance project.

| BIDDER | AS-READ | AS-CHECKED | |
|---|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 142,294.05 | Same | 1 ** |
| Elmer's Crane & Dozer, Inc. | \$ 149,891.97 | Same | 2 |
| Bernie Johnson Trucking, Inc. | | | |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

6.21 mi of guardrail upgrading on M-19 north of M-21 to south of Wilkes Road at 9 locations in Brockway and Emmett Townships, St. Clair County.

5 Bidders

New Project Identification: 7% new (FHWA - \$15,364.95).

0.090 mi of railroad crossing reconstruction (G01) with approach work, concrete curb and gutter, drainage structures, storm sewer, and temporary road on M-117, north of the US-2/M-117 intersection north to the US-2/M-117 intersection in the village of Engadine in Garfield Township, Mackinac County.

3 Bidders

New Project Identification: Reconstruction of existing railroad crossing.

3.94 mi of modified unbonded concrete overlay and guardrail upgrading on I-75 northbound from Ski Park Road northerly to the Ogemaw and Roscommon County Line in Ogemaw Township, Ogemaw County.

5 Bidders

New Project Identification: 8.3% new (FHWA - \$243,942.49; State - \$32,479.60) .

Bridge rehabilitation on B01, joint replacement, pin and hanger replacement, deck patching, sidewalk replacement and partial painting of structural steel on M-43 westbound (Oakland Avenue) and B02, joint replacement and substructure repairs on M-43 eastbound (Saginaw Street) over the Grand River in the city of Lansing, Ingham County.

8 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| City of Lansing | 0.49 % |
| State Restricted Trunkline Funds | 19.51 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

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| | | | |
|------|--|----------------------------|---|
| 101. | LETTING OF JUNE 06, 2003 PROPOSAL 0306116 PROJECT NH 46062-74799 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2003 | ENG. EST. \$ 505,356.26 | LOW BID \$ 516,531.46 % OVER/UNDER EST. 2.21 % |
|------|--|----------------------------|---|

5.043 mi of paver placed surface seal, type C with overband crack fill pretreatment and hot mix asphalt cold milling and resurfacing on US-223 from the east village limits of Blissfield to the Monroe County line in Blissfield and Riga Townships, Lenawee County.

A 2003 highway preventive maintenance project.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Thompson-McCully Company | \$ 516,531.46 | Same | 1 ** |
| Ajax Paving Industries, Inc. | | | |
| Barrett Paving Materials, Inc. | \$ 538,679.63 | Same | 2 |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Landscape enhancements, welcome sign, and accent tree lighting on I-94 at the Merriman Road interchange in the city of Romulus, Wayne County.

9 Bidders

New Project Identification: New enhancements.

Bridge concrete surface sealing on US-31 at Walton Road, Matthew Road, Rangeline Road, Lake Chapin Road, Snow Road, Old US-31, and Shawnee Road in Niles, Berrien, and Oronko Townships, Berrien County.

4 Bidders

New Project Identification: Maintenance.

- 5.61 mi of overband crack sealing and microsurfacing on M-32 from east of Manier Road easterly to west of Parland Street in the village of Atlanta in Briley Township, Montmorency County.

3 Bidders

New Project Identification: Maintenance.

- 2.20 mi of repair of damaged direct burial cable between light standards on I-675 from ramps E and F at Veteran's Memorial Parkway northerly to ramp R at Michigan Avenue in the city of Saginaw, Saginaw County.

3 Bidders

New Project Identification: Maintenance.

New Project Identification: Maintenance.

LOCAL PROJECTS

| | | | |
|------|-----------------------------------|--------------|-------------------|
| 107. | LETTING OF JUNE 06, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0306005 | \$ 44,664.75 | \$ 30,418.10 |
| | PROJECT STH 38609-73805 | | |
| | LOCAL AGRMT. 03-5203 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - 30 working days | | -31.90 % |

Traffic signal upgrade and modernization on Boardman Road at Wisner Street intersection in the city of Jackson, Jackson County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|---------------------|--------------|-------------|
| Severance Electric Co., Inc. | \$ 30,418.10 | Same | 1 ** |
| Trans Tech Electric, L.P. | \$ 41,470.05 | Same | 4 |
| J. Ranck Electric, Inc. | \$ 35,349.70 | \$ 35,353.70 | 3 |
| John R. Howell, Inc. | \$ 32,924.06 | Same | 2 |
| Rauhorn Electric, Inc. | \$ 42,798.20 | Same | 5 |

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73805A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| City of Jackson | 18.15 % |

| | | | |
|------|---|----------------------------|---|
| 108. | LETTING OF JUNE 06, 2003 PROPOSAL 0306006 PROJECT STL 34012-74452 LOCAL AGRMT. 03-5268 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003 | ENG. EST. \$ 164,337.00 | LOW BID \$ 137,653.95 % OVER/UNDER EST. -16.24 % |
|------|---|----------------------------|---|

2.43 mi of hot mix asphalt resurfacing and aggregate shoulders on Musgrove Highway from Russell Road to M-66 in Odessa Township, Ionia County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 137,879.50 | Same | 2 |
| Thompson-McCully Company | \$ 137,653.95 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ 143,777.00 | Same | 3 |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 74452A | |
| Ionia County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

| | | | |
|------|--|----------------------------|---|
| 109. | LETTING OF JUNE 06, 2003 PROPOSAL 0306007 PROJECT STUL 31437-56427 LOCAL AGRMT. 03-5208 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 26, 2003 | ENG. EST. \$ 175,589.10 | LOW BID \$ 192,439.60 % OVER/UNDER EST. 9.60 % |
|------|--|----------------------------|---|

0.871 mi of hot mix asphalt base crushing and shaping, grading, drainage, aggregate base course, hot mix asphalt paving, permanent signing, and pavement markings on Main Street from north of Dodge Street to Paradise Road in Portage Township, Houghton County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 219,258.56 | Same | 2 |
| A. Lindberg & Sons, Inc. | | | |
| Payne & Dolan, Inc. | \$ 192,439.60 | Same | 1 ** |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56427A | |
| Houghton County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

| | | | |
|------|---|----------------------------|---|
| 110. | LETTING OF JUNE 06, 2003 PROPOSAL 0306008 PROJECT STH 03609-73545 LOCAL AGRMT. 03-5201 START DATE - SEPTEMBER 29, 2003 COMPLETION DATE - NOVEMBER 16, 2003 | ENG. EST. \$ 254,414.90 | LOW BID \$ 188,641.00 % OVER/UNDER EST. -25.85 % |
|------|---|----------------------------|---|

1.5 mi of guardrail replacement including class II shoulders, embankment, and surface restoration in various locations along 10th Street and 30th Street in Gun Plain, Martin, Monterey, and Salem Townships, Allegan County.

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|----------------------|-------------|-------------|
| J. Slagter & Son Construction Co | \$ 193,278.18 | Same | 2 |
| Snowden, Inc. | \$ 201,846.50 | Same | 4 |
| Nashville Construction Company | \$ 204,775.50 | Same | 5 |
| Nationwide Fence & Supply Company | \$ 224,192.50 | Same | 7 |
| Dale Dukes & Sons, Inc. | \$ 215,823.00 | Same | 6 |
| J & J Contracting, Inc. | \$ 198,837.50 | Same | 3 |
| Rite Way Fence, Inc. | \$ 188,641.00 | Same | 1 ** |

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 73545A | |
| Allegan County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

| | | | |
|------|--|----------------------------|---|
| 111. | LETTING OF JUNE 06, 2003 PROPOSAL 0306009 PROJECT STU 11410-59991 LOCAL AGRMT. 03-5236 START DATE - 10 days after award COMPLETION DATE - 25 working days | ENG. EST. \$ 278,697.00 | LOW BID \$ 294,924.65 % OVER/UNDER EST. 5.82 % |
|------|--|----------------------------|---|

1.05 mi of cold milling and hot mix asphalt resurfacing on
 Seventeenth Street from Main Street to Eagle Street in the
 city of Niles, Berrien County.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 314,115.00 | Same | 2 |
| Peters Construction Co. | | | |
| Thompson-McCully Company | | | |
| Consumers Asphalt Company | | | |
| Kalin Construction Co., Inc. | | | |
| Northern Construction Services | \$ 294,924.65 | Same | 1 ** |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 59991A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Niles | 18.15 % |

| | | | |
|------|--|----------------------------|---|
| 112. | LETTING OF JUNE 06, 2003 PROPOSAL 0306010 PROJECT EDDF 26555-39482 LOCAL AGRMT. 03-5266 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 27, 2003 | ENG. EST. \$ 435,768.00 | LOW BID \$ 381,171.50 % OVER/UNDER EST. -12.53 % |
|------|--|----------------------------|---|

3.1 mi of asphalt pavement resurfacing, including base crushing and shaping, trenching, aggregate base, aggregate shoulders, hot mix asphalt paving, guardrail, pavement marking, and slope restoration on Estey Road from Jones Road to Eastman Road in Billings and Bentley Townships, Gladwin County.

| BIDDER | AS-READ | AS-CHECKED | |
|---|----------------------|---------------|-------------|
| Saginaw Asphalt Paving Co | \$ 386,217.50 | \$ 386,317.50 | 2 |
| Bolen Asphalt Paving, Inc. | \$ 391,816.40 | Same | 4 |
| Rieth-Riley Construction Co., Inc. | \$ 381,171.50 | Same | 1 ** |
| Central Asphalt, Inc. | \$ 387,951.50 | Same | 3 |
| Pyramid Paving & Contracting | \$ 420,099.61 | Same | 5 |
| Bernie Johnson Trucking, Inc. | | | |

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 58.00 % |
| State Restricted Trunkline Funds | 42.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

113. LETTING OF JUNE 06, 2003
 PROPOSAL 0306011
 PROJECT STUL 38409-49563
 LOCAL AGRMT. 03-5220
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST. \$ 456,610.30
 LOW BID \$ 378,200.06
 % OVER/UNDER EST. -17.17 %

0.26 mi of pavement reconstruction with concrete curb and gutter, sidewalk, hot mix asphalt paving, and watermain improvements on Elm Street from Plymouth Road to Michigan Avenue in the city of Jackson, Jackson County.

8.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|----------------------|-------------|
| Dunigan Brothers, Inc. | \$ 454,052.52 | Same | 4 |
| Thompson-McCully Company | | | |
| Mills Excavating | \$ 396,544.37 | Same | 2 |
| Bailey Excavating, Inc. | \$ 377,800.06 | \$ 378,200.06 | 1 ** |
| Rohde Brothers Excavating, Inc. | | | |
| Davis Construction, Inc. | | | |
| Aggregate Industries-Central Region | | | |
| 3-S Construction | \$ 509,005.15 | Same | 5 |
| Todd T. Kneisel Construction Co. | | | |
| Robert Johnson Construction, Inc. | \$ 427,653.00 | \$ 427,704.15 | 3 |

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

49563A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 68.13 % |
| City of Jackson | 31.87 % |

115. LETTING OF JUNE 06, 2003
 PROPOSAL 0306013
 PROJECT STL 18012-72426
 LOCAL AGRMT. 03-5265
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST.
 \$ 498,350.25

LOW BID
 \$ 407,103.70

% OVER/UNDER EST.
 -18.31 %

1.47 mi of roadway grading, including peat excavation, swamp backfill, subbase, aggregate base, drainage improvements, and turf establishment on Eight Point Lake Road from Partridge Avenue easterly to Cook Avenue in Garfield Township, Clare County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| Maclean Construction Company | | | |
| Rieth-Riley Construction Co., Inc. | \$ 525,042.20 | Same | 6 |
| Nagel Construction, Inc. | | | |
| Fisher Contracting Company | \$ 464,306.52 | Same | 4 |
| D. J. McQuestion & Sons, Inc. | | | |
| M & M Excavating Company, Inc. | \$ 477,234.00 | Same | 5 |
| Bourdow Trucking Company | | | |
| Champagne and Marx Excavating, Inc. | | | |
| Rohde Brothers Excavating, Inc. | | | |
| Stein Construction Co., Inc. | \$ 640,558.50 | Same | 8 |
| Davis Construction, Inc. | | | |
| The Isabella Corporation | | | |
| CJ's Excavating Septic Service | \$ 455,844.44 | Same | 3 |
| Bernie Johnson Trucking, Inc. | \$ 407,103.70 | Same | 1 ** |
| CH Contracting, LLC. | \$ 433,991.45 | Same | 2 |
| Porath Contractors, Inc. | | | |
| 3-S Construction | \$ 629,712.60 | Same | 7 |

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

72426A

| | |
|--------------------------------------|---------|
| Clare County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

| | | | |
|------|---|----------------------------|--------------------------|
| 116. | LETTING OF JUNE 06, 2003 PROPOSAL 0306014 PROJECT EDD 58555-56109 LOCAL AGRMT. 03-5205 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003 | ENG. EST. \$ 622,450.50 | LOW BID \$ 504,978.48 |
| | | % OVER/UNDER EST. | |
| | | | -18.87 % |

Approximately 1.0 mi of roadway widening and resurfacing, with drainage improvements, and guardrail upgrades on Carleton Road west from Colf Road to Oakville-Waltz Road, Monroe County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| De Angelis Landscape, Inc. | | | |
| Thompson-McCully Company | \$ 682,735.00 | Same | 5 |
| Peter A. Basile Sons, Inc. | \$ 599,266.94 | Same | 3 |
| Ajax Paving Industries, Inc. | | | |
| Florence Cement Company | | | |
| Angelo Iafrate Construction Company | | | |
| Barrett Paving Materials, Inc. | \$ 598,825.41 | Same | 2 |
| Sunset Excavating, Inc. | | | |
| C & D Hughes, Inc. | | | |
| Brady Sand & Gravel, Inc. | | | |
| ABC Paving Company | | | |
| Gerken Paving, Inc. | \$ 504,978.48 | Same | 1 ** |
| Waterland Trucking Service, Inc. | | | |
| Todd T. Kneisel Construction Co. | \$ 620,791.94 | Same | 4 |

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

Funding Source:

| | |
|----------------------------------|---------|
| Monroe County | 20.00 % |
| State Restricted Trunkline Funds | 80.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: 14% new (Monroe County - \$14,139.40; State - \$56,557.60).

118. LETTING OF JUNE 06, 2003
 PROPOSAL 0306016
 PROJECT SUG 63400-74860
 LOCAL AGRMT. 03-5267
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 13, 2003

ENG. EST.
 \$ 962,250.00

LOW BID
 \$ 863,028.70

% OVER/UNDER EST.
 -10.31 %

Upgrade LED traffic signals at 108 intersection locations in
 Oakland County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|---------------|-------------|
| Posen Construction, Inc. | | | |
| Trans Tech Electric, L.P. | \$ 924,885.00 | Same | 3 |
| Motor City Electric Utilities Co. | \$ 992,064.07 | Same | 5 |
| Metropolitan Power & Lighting, Inc. | \$ 939,039.39 | Same | 4 |
| J. Ranck Electric, Inc. | | | |
| John R. Howell, Inc. | \$ 1,079,964.40 | Same | 7 |
| Rauhorn Electric, Inc. | \$ 894,016.00 | Same | 2 |
| Kent Power, Inc. | \$ 863,028.70 | Same | 1 ** |
| U.S. Utility Contractor Co., Inc. | \$ 992,649.17 | \$ 992,649.21 | 6 |

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74860A

Federal Highway Administration Funds 100 %

- 8.61 mi of asphalt pavement resurfacing, including muck treatment, geotextile stabilization, base crushing and shaping, aggregate base, aggregate shoulders, hot mix asphalt paving, storm sewer, concrete curb and gutter, pavement marking, and turf establishment on Stanton Road from Marble Road to A Street in Maple Valley Township and also on Condensery Road from M-66 to Vickeryville Road in Evergreen and Bushnell Townships, Montcalm County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 1,102,186.95 | Same | 3 |
| Thompson-McCully Company | \$ 1,090,731.82 | Same | 2 |
| Central Asphalt, Inc. | \$ 997,189.07 | Same | 1 ** |
| Bernie Johnson Trucking, Inc. | | | |

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

| | | |
|--------------------------------------|-------|---|
| 72707A | | |
| Federal Highway Administration Funds | 80.00 | % |
| State Restricted Trunkline Funds | 20.00 | % |

New Project Identification: Reconstruction.

| | | | |
|------|--|----------------------------|---|
| 120. | LETTING OF JUNE 06, 2003 PROPOSAL 0306018 PROJECT EDDF 24555-72772 LOCAL AGRMT. 03-5243 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 12, 2003 | ENG. EST. \$ 165,296.30 | LOW BID \$ 138,370.06 % OVER/UNDER EST. -16.29 % |
|------|--|----------------------------|---|

0.67 mi of asphalt pavement resurfacing, including base crushing and shaping, hot mix asphalt paving, culverts, pavement marking and turf establishment on Mitchell Road from east of Springvale west township line to east of Berger Road in Springvale Township, Emmet County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | | | |
| Rieth-Riley Construction Co., Inc. | \$ 163,476.09 | Same | 2 |
| Payne & Dolan, Inc. | \$ 169,497.10 | Same | 3 |
| H & D, Inc. | \$ 138,370.06 | Same | 1 ** |

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| Emmet County | 8.00 % |
| Federal Highway Administration Funds | 70.00 % |
| State Restricted Trunkline Funds | 22.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

Emergency relief culvert replacements at various locations including earth excavation, aggregate base, aggregate shoulders, hot mix asphalt surfacing, soil erosion and sedimentation control measurements, cofferdams, guardrail replacement, pavement markings, traffic control, and slope restoration on Plain Road at Kelsey Creek, on Pequaming Road at Pole Drain, and on Aura Road at Sucker Creek and Aura Creek in Covington and Lanse Townships, Baraga County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

74840A

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| | | | |
|------|---|----------------------------|---|
| 122. | LETTING OF JUNE 06, 2003 PROPOSAL 0306020 PROJECT STE 51900-39688 , ETC LOCAL AGRMT. 03-5206 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 01, 2003 | ENG. EST. \$ 191,231.00 | LOW BID \$ 192,569.20 % OVER/UNDER EST. 0.70 % |
|------|---|----------------------------|---|

Construct paved shoulder for pedestrian/bike path, along with 0.77 mi of hot mix asphalt crushing and shaping, trenching, placing aggregate shoulders, hot mix asphalt paving, installing guardrail, and installing leach basin on Merky Road from Maple Street to Main Street, Manistee County.

| BIDDER | AS-READ | AS-CHECKED | |
|--|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 195,994.85 | Same | 2 |
| Elmer's Crane & Dozer, Inc. | \$ 192,569.20 | Same | 1 ** |
| Bernie Johnson Trucking, Inc. | | | |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 39688A | |
| Manistee County | 30.00 % |
| Federal Highway Administration Funds | 70.00 % |
| 56432A | |
| Manistee County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

| | | | |
|------|--|----------------------------|--|
| 123. | LETTING OF JUNE 06, 2003 PROPOSAL 0306021 PROJECT SLG 08000-73386 LOCAL AGRMT. 03-5212 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 01, 2003 | ENG. EST. \$ 232,841.70 | LOW BID \$ 220,868.07 % OVER/UNDER EST. -5.14 % |
|------|--|----------------------------|--|

319 mi of pavement markings including center lines, no passing zones, and edge lines, county-wide at various locations in Barry County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Clark Highway Services, Inc. | \$ 220,868.07 | Same | 1 ** |
| P.K. Contracting, Inc. | \$ 230,069.78 | Same | 3 |
| Oglesby Construction, Inc. | | | |
| R. S. Contracting, Inc. | \$ 223,417.14 | Same | 2 |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|-------|
| 73386A | |
| Federal Highway Administration Funds | 100 % |

| | | | |
|------|---|----------------------------|---|
| 124. | LETTING OF JUNE 06, 2003 PROPOSAL 0306022 PROJECT STUL 04425-56445 LOCAL AGRMT. 03-5233 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 01, 2003 | ENG. EST. \$ 580,031.86 | LOW BID \$ 481,574.31 % OVER/UNDER EST. -16.97 % |
|------|---|----------------------------|---|

Approximately 1.09 mi of hot mix asphalt paving, concrete curb and gutter, and concrete sidewalk construction on Johnson Road from Walnut Street to Chisholm Street in the city of Alpena, Alpena County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Bolen Asphalt Paving, Inc. | \$ 481,574.31 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | | | |
| Payne & Dolan, Inc. | | | |
| H & D, Inc. | | | |

1 Bidder

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56445A | |
| City of Alpena | 19.18 % |
| Federal Highway Administration Funds | 80.82 % |

| | | | |
|------|--|----------------------------|---|
| 125. | LETTING OF JUNE 06, 2003 PROPOSAL 0306023 PROJECT STU 82457-74211 LOCAL AGRMT. 03-5241 START DATE - 10 days after award COMPLETION DATE - 40 working days | ENG. EST. \$ 644,090.50 | LOW BID \$ 523,136.01 % OVER/UNDER EST. -18.78 % |
|------|--|----------------------------|---|

Approximately 0.80 km of milling bituminous surface, bituminous resurfacing, concrete pavement repair, concrete curb cap repair, and adjusting of drainage structures on West Outer Drive from Shenandoah Drive to Southfield Freeway (M-39), Wayne County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Cadillac Asphalt Paving Co. | \$ 531,016.94 | Same | 2 |
| Thompson-McCully Company | \$ 523,136.01 | Same | 1 ** |
| Ajax Paving Industries, Inc. | \$ 618,259.82 | Same | 4 |
| Florence Cement Company | \$ 609,272.73 | Same | 3 |
| Barrett Paving Materials, Inc. | \$ 639,254.99 | Same | 5 |

ABC Paving Company

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 74211A | |
| Wayne County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

| | | | |
|------|--|------------------------------|--|
| 126. | LETTING OF JUNE 06, 2003 PROPOSAL 0306024 PROJECT EDDF 21555-58436 LOCAL AGRMT. 03-5189 START DATE - 10 days after award COMPLETION DATE - OCTOBER 01, 2003 | ENG. EST. \$ 1,312,230.30 | LOW BID \$ 1,273,357.18 % OVER/UNDER EST. -2.96 % |
|------|--|------------------------------|--|

9.32 mi of rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulders, culvert replacements, railroad crossing improvements, intersection improvements, pavement markings, and slope restoration on County Road 426 from County Road 416 northwesterly to the Delta/Marquette County Line, Delta County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|------------------------|-------------|-------------|
| Bacco Construction Company | \$ 1,288,457.74 | Same | 2 |
| Payne & Dolan, Inc. | \$ 1,273,357.18 | Same | 1 ** |
| H & D, Inc. | | | |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

58436A

| | |
|--------------------------------------|---------|
| Delta County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

127. LETTING OF JUNE 06, 2003
 PROPOSAL 0306025
 PROJECT STU 11410-59987
 LOCAL AGRMT. 03-5276
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days

ENG. EST.
 \$ 339,875.00

LOW BID
 \$ 319,645.40

% OVER/UNDER EST.
 -5.95 %

1.77 mi of roadway resurfacing and widening including grading, trenching, cold milling hot mix asphalt surface, hot mix asphalt pavement, guardrail, and restoration on Ullery Road from Old State Highway US-31 to M-51, Berrien County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 426,714.00 | Same | 3 |
| Thompson-McCully Company | \$ 332,758.25 | Same | 2 |
| Consumers Asphalt Company | \$ 319,645.40 | Same | 1 ** |

3 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source: 59987A

| | |
|--------------------------------------|---------|
| Berrien County | 15.83 % |
| Federal Highway Administration Funds | 71.40 % |
| State Restricted Trunkline Funds | 12.77 % |

Commitment Level: The contract cost is not fixed it is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract; the low bidder is awarded the project. Any negotiations prior to award of the contract are in violation of Federal regulation and MDOT specs.

New Project Identification: 7% new (Berrien County - \$3,541.99; FHWA - \$15,975.88; and State - \$2,857.31).

| | | | |
|------|--|----------------------------|--|
| 128. | LETTING OF JUNE 06, 2003 PROPOSAL 0306026 PROJECT STUL 52423-56430 LOCAL AGRMT. 02-5424 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 26, 2003 | ENG. EST. \$ 456,753.61 | LOW BID \$ 446,775.30 % OVER/UNDER EST. -2.18 % |
|------|--|----------------------------|--|

1.6 mi of hot mix asphalt reconstruction including earth excavation, embankment, aggregate base, hot mix asphalt paving, aggregate shoulders, concrete curb and gutter, and permanent pavement markings on Washington Street from Greenwood Street southerly to Ishpeming city limits in the city of Ishpeming, Marquette County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|---------------|-------------|
| Bacco Construction Company | \$ 530,856.28 | Same | 4 |
| A. Lindberg & Sons, Inc. | \$ 523,685.95 | Same | 3 |
| Payne & Dolan, Inc. | | | |
| Associated Constructors, LLC | \$ 496,537.29 | \$ 495,537.29 | 2 |
| Smith Paving, Inc. | | | |
| C. Oberstar Excavating, Inc. | \$ 446,775.30 | Same | 1 ** |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56430A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| City of Ishpeming | 18.15 % |

| | | | |
|------|--|------------------------------|----------------------------|
| 129. | LETTING OF JUNE 06, 2003 PROPOSAL 0306027 PROJECT STU 41401-56385 LOCAL AGRMT. 03-5230 START DATE - JULY 07, 2003 COMPLETION DATE - JUNE 01, 2004 | ENG. EST. \$ 2,093,272.00 | LOW BID \$ 1,598,836.50 |
| | | % OVER/UNDER EST. | |
| | | | -23.62 % |

0.50 mi of roadway reconstruction including pavement removal, grading, earthwork, cold milling hot mix asphalt surface, hot mix asphalt pavement, pavement markings, watermain, storm and sanitary sewer, street lighting, traffic signals, and restoration on Leonard Street from Oakleigh Avenue to Covell Avenue in the city of Grand Rapids, Kent County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|------------------------|------------------------|-------------|
| Kamminga & Roodvoets, Inc. | \$ 1,723,517.45 | Same | 3 |
| Velting Contractors, Inc. | | | |
| Milbocker and Sons, Inc. | | | |
| Dykema Excavators, Inc. | \$ 1,679,208.06 | Same | 2 |
| Nagel Construction, Inc. | | | |
| Wyoming Excavators, Inc. | \$ 1,600,036.50 | \$ 1,598,836.50 | 1 ** |
| Nashville Construction Company | | | |
| Diversco Construction Company | \$ 1,845,831.70 | Same | 4 |
| Lodestar Construction, Inc. | | | |
| Kentwood Excavating, Inc. | | | |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56385A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 66.72 % |
| City of Grand Rapids | 33.28 % |

130. LETTING OF JUNE 06, 2003
 PROPOSAL 0306028
 PROJECT CM 41401-58812
 LOCAL AGRMT. 03-5269
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 19, 2003

| | |
|-------------------|---------------|
| ENG. EST. | LOW BID |
| \$ 396,594.50 | \$ 367,057.00 |
| % OVER/UNDER EST. | |
| -7.45 % | |

Construction of a 0.93 acre parking lot, including structure removal, sidewalk replacement, hot mix asphalt paving, concrete curb and gutter, drainage structures, irrigation, storm sewer, street lighting, pavement markings, tree planting, and landscaping area-wide at the Grand Rapids Amtrak parking lot in the city of Grand Rapids, Kent County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| Velting Contractors, Inc. | | | |
| Milbocker and Sons, Inc. | | | |
| Dykema Excavators, Inc. | \$ 387,356.00 | Same | 3 |
| Nagel Construction, Inc. | | | |
| Homrich, Inc. | | | |
| Wyoming Excavators, Inc. | \$ 368,855.00 | Same | 2 |
| Stein Construction Co., Inc. | | | |
| Nashville Construction Company | | | |
| Diversco Construction Company | \$ 367,057.00 | Same | 1 ** |
| Davis Construction, Inc. | | | |
| Youngstrom Contracting | | | |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 58812A | |
| Federal Highway Administration Funds | 55.07 % |
| City of Grand Rapids | 44.93 % |

| | | | |
|------|---|----------------------------|---|
| 131. | LETTING OF JUNE 06, 2003 PROPOSAL 0306029 PROJECT BRO 30006-59704 LOCAL AGRMT. 03-5207 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003 | ENG. EST. \$ 366,930.50 | LOW BID \$ 326,343.68 % OVER/UNDER EST. -11.06 % |
|------|---|----------------------------|---|

Removal of a single-span steel beam bridge, construction of a single-span prestressed post-tensioned concrete box beam bridge and related approach work on Genesee Road over the St. Joseph River in Fayette Township, Hillsdale County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| E. C. Korneffel Co. | \$ 494,169.57 | Same | 10 |
| J. Slagter & Son Construction Co | | | |
| S. L. & H. Contractors, Inc. | \$ 339,428.25 | Same | 2 |
| Milbocker and Sons, Inc. | \$ 346,142.29 | Same | 5 |
| Hardman Construction, Inc. | | | |
| Walter Toebe Construction Co. | \$ 438,326.39 | Same | 8 |
| E.T. MacKenzie Company | \$ 344,368.25 | Same | 3 |
| Davis Construction, Inc. | | | |
| Anlaan Corporation | \$ 344,438.25 | Same | 4 |
| Prince Bridge & Marine, LTD. | \$ 350,067.07 | Same | 6 |
| Quantum Construction Company | \$ 353,118.35 | Same | 7 |
| Harper Structures, Inc. | \$ 442,331.15 | Same | 9 |
| J.E. Kloote Contracting, Inc. | \$ 326,343.68 | Same | 1 ** |

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| Hillsdale County | 5.00 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 15.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

| | | | |
|------|--|----------------------------|--|
| 132. | LETTING OF JUNE 06, 2003 PROPOSAL 0306030 PROJECT STUL 21422-56450 LOCAL AGRMT. 03-5272 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 30, 2003 | ENG. EST. \$ 156,796.15 | LOW BID \$ 155,977.32 % OVER/UNDER EST. -0.52 % |
|------|--|----------------------------|--|

0.50 mi of hot mix asphalt cold milling, pavement removal, aggregate base, hot mix asphalt surfacing, and pavement markings on Lakeshore Drive from 10th Street to the lake shore, in the city of Gladstone, Delta County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 168,450.76 | Same | 2 |
| Payne & Dolan, Inc. | \$ 155,977.32 | Same | 1 ** |
| Smith Paving, Inc. | | | |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56450A | |
| Federal Highway Administration Funds | 73.77 % |
| City of Gladstone | 26.23 % |

| | | | |
|------|---|----------------------------|---|
| 133. | LETTING OF JUNE 06, 2003 PROPOSAL 0306031 PROJECT STUL 22456-72890, ETC LOCAL AGRMT. 03-5245 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 20, 2003 | ENG. EST. \$ 180,928.40 | LOW BID \$ 191,535.29 % OVER/UNDER EST. 5.86 % |
|------|---|----------------------------|---|

0.83 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, curb replacement, subgrade correction, and pavement markings on Westwood Avenue from Maplewood Court to Brookfield Street including resurfacing on Harding Avenue from Woodward Avenue to South Park Street in the city of Kingsford, Dickinson County.

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 191,535.29 | Same | 1 ** |
| Payne & Dolan, Inc. | \$ 210,481.50 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 72890A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Kingsford | 18.15 % |
| 72894A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Kingsford | 18.15 % |

- | | | | |
|------|--------------------------------------|---------------|-------------------|
| 134. | LETTING OF JUNE 06, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0306032 | \$ 246,923.00 | \$ 202,831.73 |
| | PROJECT BRO 71007-59815 | | |
| | LOCAL AGRMT. 03-5222 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 30, 2003 | | -17.86 % |

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|---------------|-------------|
| L. W. Lamb, Inc. | \$ 233,092.40 | Same | 4 |
| Rieth-Riley Construction Co., Inc. | | | |
| J. Slagter & Son Construction Co | | | |
| Fisher Contracting Company | | | |
| Payne & Dolan, Inc. | | | |
| M & M Excavating Company, Inc. | | | |
| H & D, Inc. | | | |
| Ryba Marine Construction Company | \$ 228,173.06 | \$ 228,101.06 | 3 |
| Cordes Excavating, Inc. | \$ 212,630.25 | Same | 2 |
| Anlaan Corporation | \$ 258,604.25 | Same | 5 |
| Prince Bridge & Marine, LTD. | | | |
| J.E. Kloote Contracting, Inc. | \$ 202,831.73 | Same | 1 ** |

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

| | |
|--------------------------------------|---------|
| Presque Isle County | 5.00 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 15.00 % |

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

New Project Identification: Bridge replacement.

Removal of a one-span timber bridge and construction of a one-span precast post tensioned concrete box beam bridge and related approach work on Ponozzo Road over Kidney Creek in Bates Township, Iron County.

5 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

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139. LETTING OF JUNE 06, 2003
 PROPOSAL 0306037
 PROJECT STL 61407-56370
 LOCAL AGRMT. 03-5279
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2003

ENG. EST.
 \$ 762,001.50

LOW BID
 \$ 677,429.34

% OVER/UNDER EST.
 -11.10 %

0.66 mi of road reconstruction with hot mix asphalt,
 storm sewer, water main, curb and gutter, and sidewalk
 construction on Old Channel Trail from Bowen Street to
 Church Street, on Williams Street from Old Channel Trail to
 Sheridan Street, and on Church Street from Old Channel Trail
 to Sheridan Street in the city of Montague, Muskegon County.

7.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Kamminga & Roodvoets, Inc. | \$ 708,998.16 | Same | 3 |
| Maclean Construction Company | | | |
| Rieth-Riley Construction Co., Inc. | | | |
| Milbocker and Sons, Inc. | \$ 677,429.34 | Same | 1 ** |
| Nagel Construction, Inc. | | | |
| Wadel Stabilization, Inc. | \$ 728,068.91 | Same | 4 |
| Nashville Construction Company | \$ 857,828.27 | Same | 8 |
| C & D Hughes, Inc. | \$ 891,839.36 | Same | 9 |
| Geocon, Inc. | | | |
| Diversco Construction Company | \$ 831,017.00 | Same | 7 |
| Schippers Excavating, Inc | \$ 763,652.90 | Same | 5 |
| Prince Bridge & Marine, LTD. | | | |
| Hallack Contracting | \$ 704,530.26 | Same | 2 |
| Lodestar Construction, Inc. | \$ 793,600.45 | Same | 6 |

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56370A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 49.54 % |
| City of Montague | 50.46 % |

140. LETTING OF JUNE 06, 2003
 PROPOSAL 0306038
 PROJECT STL 77475-49763
 LOCAL AGRMT. 03-5280
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST.
 \$ 290,175.52

LOW BID
 \$ 337,235.71

% OVER/UNDER EST.
 16.22 %

0.33 km bituminous pavement reconstruction, including aggregate base, drainage improvements, sheet piling, concrete curb and gutter, guardrail, pavement marking, and turf establishment on Mill Street from Belle River Road to M-19 in the city of Memphis, St. Clair County.

| BIDDER | AS-READ | AS-CHECKED | |
|---|----------------------|-----------------|-------------|
| Fisher Contracting Company | | | |
| Thompson-McCully Company | | | |
| Ajax Paving Industries, Inc. | | | |
| Raymond Excavating Company | \$ 458,679.80 | \$ 9,754,469.80 | 9 |
| John Carlo, Inc. | \$ 394,952.30 | Same | 5 |
| Florence Cement Company | \$ 363,595.47 | Same | 3 |
| Barrett Paving Materials, Inc. | | | |
| Nationwide Fence & Supply Company | \$ 433,531.95 | Same | 8 |
| ABC Paving Company | | | |
| Peake Contracting, Inc. | \$ 420,678.50 | Same | 7 |
| Davis Construction, Inc. | | | |
| Pamar Enterprises, Inc. | \$ 357,617.30 | Same | 2 |
| Boddy Construction Company, Inc. | \$ 337,235.71 | Same | 1 ** |
| Weston Transport, Inc. | | | |
| Ron Bretz Excavating, Inc. | \$ 394,206.94 | Same | 4 |
| Teltow Contracting, Inc. | | | |
| L. J. Construction, Inc. | \$ 399,431.00 | Same | 6 |
| Pro-Line Asphalt Paving Corp. | | | |
| Todd T. Kneisel Construction Co. | | | |

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 49763A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Memphis | 20.00 % |

| | | | |
|------|---|----------------------------|---|
| 141. | LETTING OF JUNE 06, 2003 PROPOSAL 0306039 PROJECT STUL 11413-74735 LOCAL AGRMT. 03-5278 START DATE - 10 days after award COMPLETION DATE - 20 working days | ENG. EST. \$ 348,540.50 | LOW BID \$ 205,564.45 % OVER/UNDER EST. -41.02 % |
|------|---|----------------------------|---|

0.57 mi of cold milling, joint and crack repair, pavement markings and hot mix asphalt resurfacing on Napier Avenue from Broadway Street to M-139 in Berrien County.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Thompson-McCully Company | \$ 205,564.45 | Same | 1 ** |
| Consumers Asphalt Company | \$ 249,771.50 | Same | 2 |
| C & D Hughes, Inc. | | | |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 74735A | |
| Berrien County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

142. LETTING OF JUNE 06, 2003
 PROPOSAL 0306040
 PROJECT STUL 11413-56561
 LOCAL AGRMT. 03-5005
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST. \$ 669,857.30
 LOW BID \$ 677,927.50
 % OVER/UNDER EST. 1.20 %

1.51 km of roadway reconstruction including bituminous base
 crushing and shaping, grading, bituminous pavement, storm
 sewer, and concrete curb and gutter on Nickerson Avenue from
 Colfax Avenue to M-139 in Berrien County.

7.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|---------------|-------------|
| Eastlund Concrete Construction, Inc | | | |
| Peters Construction Co. | | | |
| Thompson-McCully Company | | | |
| Kalin Construction Co., Inc. | \$ 689,146.20 | Same | 2 |
| Northern Construction Services | \$ 853,290.00 | Same | 3 |
| Selge Construction Co., Inc. | | | |
| Balkema Excavating, Inc. | \$ 677,927.50 | Same | 1 ** |
| HRP Construction, Inc. | \$ 868,878.75 | \$ 862,878.75 | 4 |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56561A

| | |
|--------------------------------------|---------|
| Berrien County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

| | | | |
|------|--|----------------------------|--|
| 143. | LETTING OF JUNE 06, 2003 PROPOSAL 0306041 PROJECT STUL 22426-56502 LOCAL AGRMT. 03-5202 START DATE - 10 days after award COMPLETION DATE - OCTOBER 01, 2003 | ENG. EST. \$ 215,226.65 | LOW BID \$ 210,965.80 % OVER/UNDER EST. -1.98 % |
|------|--|----------------------------|--|

0.29 mi of reconstruction including cold milling, pavement removal, earth excavation, aggregate base, curb and gutter, hot mix asphalt paving, drainage improvements, intersection improvements, pavement markings, and restoration on Woodward Avenue from North Boulevard east to Harding Avenue in the cities of Kingsford and Iron Mountain, Dickinson County.

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 210,965.80 | Same | 1 ** |
| A. Lindberg & Sons, Inc. | | | |
| Payne & Dolan, Inc. | \$ 229,819.66 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56502A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Kingsford | 18.15 % |

144. LETTING OF JUNE 06, 2003
 PROPOSAL 0306051
 PROJECT STU 82457-56179
 LOCAL AGRMT. 03-5242
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST.
 \$ 711,895.60

LOW BID
 \$ 663,486.56

% OVER/UNDER EST.
 -6.80 %

2.4 km of milling bituminous surface, bituminous
 resurfacing with pavement rehabilitation, concrete curb
 cap repair, drainage structures, railing terminal tubing
 and guardrail on Gibraltar Road from Telegraph Road
 (US-24) to Cahill Road in the city of Flat Rock, Wayne County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Cadillac Asphalt Paving Co. | \$ 663,486.56 | Same | 1 ** |
| Thompson-McCully Company | \$ 738,420.00 | Same | 3 |
| Ajax Paving Industries, Inc. | \$ 702,671.51 | Same | 2 |
| Florence Cement Company | \$ 775,979.23 | Same | 4 |
| Barrett Paving Materials, Inc. | \$ 795,518.90 | Same | 5 |
| ABC Paving Company | \$ 796,096.45 | Same | 6 |

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56179A

| | |
|--------------------------------------|---------|
| Wayne County | 19.03 % |
| Federal Highway Administration Funds | 80.97 % |

145. LETTING OF JUNE 06, 2003
 PROPOSAL 0306052
 PROJECT STL 33403-55962
 LOCAL AGRMT. 03-5273
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 03, 2003

ENG. EST. \$ 499,171.50
 LOW BID \$ 616,956.68
 % OVER/UNDER EST. 23.60 %

4.35 mi of resurfacing, including trenching, grading, aggregate base, paved shoulders, hot mix asphalt paving, drainage improvements, pavement markings and slope restoration on Williamston Road from Howell Road to I-96 eastbound ramp in Wheatfield Township, Ingham County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Dunigan Brothers, Inc. | | | |
| Kamminga & Roodvoets, Inc. | | | |
| Thompson-McCully Company | \$ 616,956.68 | Same | 1 ** |
| Ajax Paving Industries, Inc. | | | |
| Rohde Brothers Excavating, Inc. | | | |
| Nashville Construction Company | | | |
| C & D Hughes, Inc. | \$ 688,855.58 | Same | 3 |
| Davis Construction, Inc. | | | |
| Cadwell Brothers Construction | \$ 686,471.27 | Same | 2 |
| Aggregate Industries-Central Region | \$ 717,597.87 | Same | 4 |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

55962A

| | |
|--------------------------------------|---------|
| Ingham County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

147. LETTING OF JUNE 06, 2003
 PROPOSAL 0306054
 PROJECT STUL 58416-56929
 LOCAL AGRMT. 03-5271
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST.
 \$ 1,735,285.90
 LOW BID
 \$ 1,464,175.21
 % OVER/UNDER EST.
 -15.62 %

0.76 mi of road reconstruction, including storm sewer, underdrain, concrete curb and gutter, drainage structures, hot mix asphalt paving, pavement markings, traffic signals and restoration on North Dixie Highway from Sandy Creek to Grand Boulevard in Monroe County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|------------------------|-------------|-------------|
| De Angelis Landscape, Inc. | | | |
| Thompson-McCully Company | \$ 1,585,860.00 | Same | 5 |
| Peter A. Basile Sons, Inc. | \$ 1,497,719.24 | Same | 2 |
| Ajax Paving Industries, Inc. | \$ 1,464,175.21 | Same | 1 ** |
| Florence Cement Company | | | |
| Angelo Iafrate Construction Company | | | |
| Barrett Paving Materials, Inc. | | | |
| Sunset Excavating, Inc. | | | |
| ABC Paving Company | \$ 1,571,667.87 | Same | 4 |
| Pamar Enterprises, Inc. | | | |
| Gerken Paving, Inc. | | | |
| Todd T. Kneisel Construction Co. | \$ 1,533,747.36 | Same | 3 |

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56929A

| | |
|--------------------------------------|---------|
| Monroe County | 24.31 % |
| Federal Highway Administration Funds | 75.69 % |

148. LETTING OF JUNE 06, 2003
 PROPOSAL 0306055
 PROJECT STUL 29433-56576
 LOCAL AGRMT. 03-5219
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2003

ENG. EST. \$ 512,688.50
 LOW BID \$ 461,483.56
 % OVER/UNDER EST. -9.99 %

1.05 mi of roadway reconstruction including earthwork, hot mix asphalt pavement, culverts, underdrains, concrete curb and gutter, pavement markings, and restoration on Madison Road from Jerome Road to Begole Road in Gratiot County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Fisher Contracting Company | \$ 496,844.85 | Same | 4 |
| D. J. McQuestion & Sons, Inc. | | | |
| Central Asphalt, Inc. | | | |
| Rohde Brothers Excavating, Inc. | \$ 506,656.00 | Same | 5 |
| Davis Construction, Inc. | | | |
| The Isabella Corporation | \$ 484,639.93 | Same | 2 |
| Cadwell Brothers Construction | \$ 607,693.11 | Same | 6 |
| Youngstrom Contracting | | | |
| Bernie Johnson Trucking, Inc. | \$ 490,028.71 | Same | 3 |
| CH Contracting, LLC. | \$ 461,483.56 | Same | 1 ** |

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56576A

| | |
|--------------------------------------|---------|
| Gratiot County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

2.5 mi of asphalt pavement reconstruction, including trenching, aggregate base, asphalt stabilized crack relief layer, joint repair, hot mix asphalt paving, aggregate shoulders, guardrail, pavement marking, and slope restoration on Old M-76 from south village limit of Alger southerly, in Moffatt Township, Arenac County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | \$ 676,501.88 | Same | 3 |
| Bolen Asphalt Paving, Inc. | \$ 588,736.00 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ 606,424.79 | Same | 2 |
| Lois Kay Contracting Co. | | | |
| C & D Hughes, Inc. | | | |
| Pyramid Paving & Contracting | \$ 688,015.41 | Same | 4 |

New Project Identification: 5% new (Arenac County - \$5,887.36; FHWA - \$20,900.13; and State - \$2,649.32).

0.12 mi of road reconstruction and utilities, including curb and gutter, aggregate base, hot mix asphalt surface, sanitary sewer and watermain on Balsam Street from south of Sunnyside Drive (Old M-55) to Sunnyside Drive, in the city of Cadillac, Wexford County.

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

74004A

| | |
|--------------------------------------|---------|
| City of Cadillac | 37.00 % |
| Federal Highway Administration Funds | 63.00 % |

2.53 mi of road reconstruction including hot mix asphalt pavement, grading, subbase, aggregate base, base crushing and shaping, aggregate shoulders, minor guardrail replacement, drainage, pavement marking, and slope restoration on Parmater Road from North Townline Road to Morgan Road in Livingston Township, Otsego County.

| BIDDER | AS-READ | AS-CHECKED |
|--------|---------|------------|
|--------|---------|------------|

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

72768A

| | |
|--------------------------------------|---------|
| Otsego County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

Remove an existing one-span reinforced concrete bridge and construction of a one-span precast post-tensioned concrete box beam bridge and related approach work on Old Beechwood Road over the south branch of the Iron River, in Iron River Township, Iron County.

2 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

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| | | | |
|------|--|---------------------------|---|
| 153. | LETTING OF JUNE 06, 2003 PROPOSAL 0306060 PROJECT STL 35031-46292 LOCAL AGRMT. 03-5286 START DATE - SEPTEMBER 03, 2003 COMPLETION DATE - OCTOBER 01, 2003 | ENG. EST. \$ 37,445.00 | LOW BID \$ 36,978.75 % OVER/UNDER EST. -1.25 % |
|------|--|---------------------------|---|

0.25 mi of road resurfacing, including cold milling, hot mix asphalt surfacing, and pavement markings on Newman Street from Bay Street to Lincoln Street in the city of East Tawas, Iosco County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|---------------------|-------------|-------------|
| Bolen Asphalt Paving, Inc. | \$ 36,978.75 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | | | |
| Pyramid Paving & Contracting | \$ 66,880.00 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 46292A | |
| City of East Tawas | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

154. LETTING OF JUNE 06, 2003
 PROPOSAL 0306061
 PROJECT STH 83609-74002
 LOCAL AGRMT. 03-5285
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days

ENG. EST. \$ 292,078.10
 LOW BID \$ 294,720.94
 % OVER/UNDER EST. 0.90 %

1.0 mi of road reconstruction, including earthwork, aggregate base, drainage improvements, hot mix asphalt paving, aggregate shoulders, guardrail, pavement marking, and slope restoration on No. 2 Road at No. 29 1/2 Road from west of 29 1/2 Road to east of 29 1/2 Road in Greenwood Township, Wexford County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 357,950.00 | Same | 3 |
| D. J. McQuestion & Sons, Inc. | | | |
| M & M Excavating Company, Inc. | | | |
| Elmer's Crane & Dozer, Inc. | \$ 370,272.77 | Same | 4 |
| CJ's Excavating Septic Service, Inc. | \$ 297,581.46 | Same | 2 |
| Bernie Johnson Trucking, Inc. | \$ 294,720.94 | Same | 1 ** |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74002A

| | |
|--------------------------------------|---------|
| Wexford County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

155. LETTING OF JUNE 06, 2003
 PROPOSAL 0306062
 PROJECT STL 35027-53006
 LOCAL AGRMT. 03-5287
 START DATE - SEPTEMBER 03, 2003
 COMPLETION DATE - OCTOBER 01, 2003

| | |
|-------------------|--------------|
| ENG. EST. | LOW BID |
| \$ 62,497.00 | \$ 54,075.65 |
| % OVER/UNDER EST. | |
| -13.47 % | |

0.28 mi of road resurfacing, including base crushing and shaping, hot mix asphalt surfacing, intersection improvements, pavement marking, and turf establishment on Lincoln Street from Emery Street to Tawas Beach Road in the city of East Tawas, Iosco County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|---------------------|-------------|-------------|
| Bolen Asphalt Paving, Inc. | \$ 54,075.65 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | | | |
| Katterman Trucking, Inc | \$ 72,710.68 | Same | 2 |
| Rohde Brothers Excavating, Inc. | \$ 82,085.00 | Same | 3 |
| John Henry Excavating, Inc. | | | |
| Pyramid Paving & Contracting | \$ 87,724.96 | Same | 4 |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 53006A | |
| City of East Tawas | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

0.51 mi of roadway widening, including concrete curb and gutter replacement, grading, storm sewer construction, water main construction, cold milling hot mix asphalt pavement, sidewalk construction, hot mix asphalt paving, and traffic signal installation on Oakland Drive from I-94 to Milham in the city of Portage, Kalamazoo County.

BIDDER AS-READ AS-CHECKED

| | | | |
|---------------------------------|----------------------|-------------|-------------|
| Hoffman Bros., Inc. | | | |
| Kamminga & Roodvoets, Inc. | | | |
| Peters Construction Co. | \$ 887,977.61 | Same | 1 ** |
| Geocon, Inc. | | | |
| Northern Construction Services | \$ 1,316,551.36 | Same | 3 |
| Diversco Construction Company | | | |
| Balkema Excavating, Inc. | | | |
| Robert Bailey Contractors, Inc. | \$ 976,503.83 | Same | 2 |

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

56090A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 62.51 % |
| City of Portage | 37.49 % |

157. LETTING OF JUNE 06, 2003
 PROPOSAL 0306064
 PROJECT DPO 50458-74973
 LOCAL AGRMT. 03-5253
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2003

ENG. EST.
 \$ 653,261.60

LOW BID
 \$ 487,717.40

% OVER/UNDER EST.
 -25.34 %

Construct hot mix asphalt non-motorized path on
 Riverbend Park from River Bends Drive to 22 Mile Road in
 Shelby Township, Macomb County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|---------------|-------------|
| Thompson-McCully Company | | | |
| V.I.L. Construction, Inc. | | | |
| Ajax Paving Industries, Inc. | | | |
| John Carlo, Inc. | \$ 571,767.11 | Same | 4 |
| Florence Cement Company | | | |
| Angelo Iafrate Construction Company | | | |
| Dan's Excavating, Inc | \$ 509,309.65 | Same | 2 |
| Posen Construction, Inc. | \$ 652,791.67 | Same | 8 |
| Nationwide Fence & Supply Company | \$ 570,771.79 | Same | 3 |
| ABC Paving Company | \$ 644,790.52 | Same | 6 |
| Peake Contracting, Inc. | \$ 487,717.40 | Same | 1 ** |
| Boddy Construction Company, Inc. | \$ 645,661.09 | \$ 645,622.09 | 7 |
| Warren Contractors & Development, I | \$ 570,506.25 | \$ 579,118.75 | 5 |
| Todd T. Kneisel Construction Co. | | | |

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74973A

| | |
|--------------------------------------|---------|
| Macomb County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

| | | | |
|------|---|----------------------------|--|
| 158. | LETTING OF JUNE 06, 2003 PROPOSAL 0306065 PROJECT STUL 53432-56511 LOCAL AGRMT. 03-5244 START DATE - 10 days after award COMPLETION DATE - 30 working days | ENG. EST. \$ 268,885.00 | LOW BID \$ 253,777.82 % OVER/UNDER EST. -5.62 % |
|------|---|----------------------------|--|

0.571 mi of hot mix asphalt base crushing and shaping, partial curb and gutter replacement, sidewalk ramps, drainage improvements, hot mix asphalt paving, and restoration on Madison Avenue from 1st Street to Loomis Street in the city of Ludington, Mason County.

| BIDDER | AS-READ | AS-CHECKED | |
|---|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 253,777.82 | Same | 1 ** |
| Wadel Stabilization, Inc. | \$ 262,955.74 | Same | 2 |
| C & D Hughes, Inc. | \$ 265,757.44 | Same | 4 |
| Elmer's Crane & Dozer, Inc. | \$ 305,859.14 | Same | 5 |
| Prince Bridge & Marine, LTD. | \$ 264,073.24 | Same | 3 |
| Bernie Johnson Trucking, Inc. | | | |

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56511A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Ludington | 18.15 % |

| | | | |
|------|--|----------------------------|---|
| 159. | LETTING OF JUNE 06, 2003 PROPOSAL 0306066 PROJECT STL 25402-56204 LOCAL AGRMT. 03-5221 START DATE - 10 days after award COMPLETION DATE - AUGUST 29, 2003 | ENG. EST. \$ 248,012.94 | LOW BID \$ 217,915.05 % OVER/UNDER EST. -12.14 % |
|------|--|----------------------------|---|

1.04 mi of hot mix asphalt base crushing and shaping, and hot mix asphalt resurfacing on Irish Road from Farrand Road to Lake Road, Genesee County.

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------------|----------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | \$ 217,915.05 | Same | 1 ** |
| Thompson-McCully Company | \$ 240,340.07 | Same | 2 |
| Ajax Paving Industries, Inc. | | | |
| Ace Asphalt & Paving | | | |
| Barrett Paving Materials, Inc. | \$ 263,671.70 | Same | 4 |
| Pyramid Paving & Contracting | \$ 258,402.18 | Same | 3 |
| Pro-Line Asphalt Paving Corp. | | | |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56204A | |
| Genesee County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

160. LETTING OF JUNE 06, 2003
 PROPOSAL 0306067
 PROJECT STUL 25450-56452
 LOCAL AGRMT. 03-5224
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2003

ENG. EST.
 \$ 303,246.00

LOW BID
 \$ 326,031.20

% OVER/UNDER EST.
 7.51 %

Ditching, grading, hot mix asphalt base crushing and shaping, limestone shoulder, hot mix asphalt pavement on Jennings Road from Shiawassee Avenue to Owen Road in Genesee County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | | | |
| Fisher Contracting Company | | | |
| Thompson-McCully Company | \$ 359,982.76 | Same | 7 |
| Ajax Paving Industries, Inc. | | | |
| Ace Asphalt & Paving | | | |
| Champagne and Marx Excavating, Inc. | \$ 332,872.54 | Same | 2 |
| Barrett Paving Materials, Inc. | \$ 338,218.65 | Same | 3 |
| Rohde Brothers Excavating, Inc. | | | |
| Fonson, Inc. | | | |
| Zito Construction Co. | \$ 357,889.25 | Same | 6 |
| Pyramid Paving & Contracting | | | |
| Ron Bretz Excavating, Inc. | \$ 326,031.20 | Same | 1 ** |
| Genoak Construction Company | \$ 356,214.55 | Same | 5 |
| Young's Environmental Cleanup, Inc. | \$ 344,421.62 | Same | 4 |
| Pro-Line Asphalt Paving Corp. | | | |
| Todd T. Kneisel Construction Co. | | | |

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 56452A | |
| Genesee County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

| | | | |
|------|--|----------------------------|---|
| 161. | LETTING OF JUNE 06, 2003 PROPOSAL 0306068 PROJECT BRO 38006-59714 LOCAL AGRMT. 03-5235 START DATE - JULY 15, 2003 COMPLETION DATE - 60 working days | ENG. EST. \$ 435,672.40 | LOW BID \$ 334,332.56 % OVER/UNDER EST. -23.26 % |
|------|--|----------------------------|---|

Removal of a one-span steel beam with concrete deck bridge and construction of a one-span precast post-tensioned concrete box beam with composite concrete deck bridge and related approach work on Fitchburg Road at Portage River Drain in Henrietta Township, Jackson County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| C.A. Hull Co., Inc. | | | |
| E. C. Korneffel Co. | \$ 497,990.08 | Same | 9 |
| J. Slagter & Son Construction Co | | | |
| S. L. & H. Contractors, Inc. | \$ 368,081.46 | Same | 2 |
| Milbocker and Sons, Inc. | \$ 369,897.67 | Same | 3 |
| Hardman Construction, Inc. | | | |
| Walter Toebe Construction Co. | \$ 409,146.84 | Same | 7 |
| E.T. MacKenzie Company | \$ 391,327.96 | Same | 4 |
| Davis Construction, Inc. | \$ 407,589.49 | Same | 6 |
| Anlaan Corporation | \$ 392,480.61 | Same | 5 |
| Prince Bridge & Marine, LTD. | \$ 415,521.02 | Same | 8 |
| Quantum Construction Company | | | |
| Harper Structures, Inc. | | | |
| J.E. Kloote Contracting, Inc. | \$ 334,332.56 | Same | 1 ** |

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| Jackson County | 5.00 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 15.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

163. LETTING OF JUNE 06, 2003
 PROPOSAL 0306070
 PROJECT STU 82400-74859
 LOCAL AGRMT. 03-5223
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2003

ENG. EST. \$ 1,796,400.00
 LOW BID \$ 1,810,333.94
 % OVER/UNDER EST. 0.78 %

7.45 km of cold milling bituminous surface,
 bituminous resurfacing, concrete curb, sidewalk and driveway
 approaches, drainage structures and miscellaneous
 construction at various locations in the city of Detroit,
 Wayne County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|------------------------|-------------|-------------|
| Cadillac Asphalt Paving Co. | \$ 1,862,364.74 | Same | 2 |
| Thompson-McCully Company | \$ 1,878,042.07 | Same | 3 |
| Ajax Paving Industries, Inc. | \$ 1,810,333.94 | Same | 1 ** |
| ABC Paving Company | | | |
| Warren Contractors & Development | | | |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 74859A | |
| City of Detroit | 19.01 % |
| Federal Highway Administration Funds | 80.99 % |

| | | | |
|------|---|----------------------------|--|
| 164. | LETTING OF JUNE 06, 2003 PROPOSAL 0306071 PROJECT BRO 77015-59828 LOCAL AGRMT. 03-5217 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003 | ENG. EST. \$ 518,445.00 | LOW BID \$ 504,770.36 % OVER/UNDER EST. -2.64 % |
|------|---|----------------------------|--|

Removal of a single-span steel beam bridge, construction of a single-span prestressed, post-tensioned concrete box beam bridge and related approach work on Shortcut Road over Swan Creek, in Ira Township, St. Clair County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| C.A. Hull Co., Inc. | | | |
| E. C. Korneffel Co. | \$ 629,405.68 | Same | 8 |
| J. Slagter & Son Construction Co | | | |
| S. L. & H. Contractors, Inc. | \$ 527,241.14 | Same | 3 |
| John Carlo, Inc. | \$ 626,069.29 | Same | 7 |
| Angelo Iafrate Construction Company | \$ 694,651.64 | Same | 9 |
| Dan's Excavating, Inc | \$ 559,255.26 | Same | 5 |
| Gerace Construction Company. Inc | \$ 514,568.12 | Same | 2 |
| Posen Construction, Inc. | \$ 546,642.36 | Same | 4 |
| Walter Toebe Construction Co. | \$ 624,015.37 | Same | 6 |
| Waterfront Construction, Inc. | | | |
| ABC Paving Company | | | |
| Davis Construction, Inc. | | | |
| Anlaan Corporation | \$ 504,770.36 | Same | 1 ** |
| Prince Bridge & Marine, LTD. | | | |
| J.E. Kloote Contracting, Inc. | | | |

9 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| St Clair County | 5.00 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 15.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

165. LETTING OF JUNE 06, 2003
 PROPOSAL 0306072
 PROJECT BRT 70016-59814
 LOCAL AGRMT. 03-5234
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2003

ENG. EST.
 \$ 914,376.30

LOW BID
 \$ 777,908.76

% OVER/UNDER EST.
 -14.92 %

Removal of a two-span steel beam and corrugated jack arch deck bridge, and construction of a spread precast concrete box beam with concrete deck bridge and related approach work on Adams Street at the Black River, in Zeeland Township, Ottawa County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|----------------------|-------------|-------------|
| C.A. Hull Co., Inc. | | | |
| L. W. Lamb, Inc. | \$ 872,320.15 | Same | 5 |
| J. Slagter & Son Construction Co. | | | |
| Milbocker and Sons, Inc. | \$ 777,908.76 | Same | 1 ** |
| Midwest Bridge Company | \$ 993,237.40 | Same | 8 |
| Hardman Construction, Inc. | \$ 958,456.00 | Same | 7 |
| Walter Toebe Construction Co. | \$ 901,303.32 | Same | 6 |
| Davis Construction, Inc. | | | |
| Anlaan Corporation | \$ 797,112.00 | Same | 2 |
| Prince Bridge & Marine, LTD. | \$ 830,054.92 | Same | 3 |
| Quantum Construction Company | | | |
| J.E. Kloote Contracting, Inc. | \$ 852,813.82 | Same | 4 |

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

| | |
|--------------------------------------|---------|
| Ottawa County | 14.07 % |
| Federal Highway Administration Funds | 72.36 % |
| State Restricted Trunkline Funds | 13.57 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

0.59 mi of roadway reconstruction including pavement removal, earthwork, cold milling hot mix asphalt surface, hot mix asphalt pavement, concrete curb and gutter, pavement markings, street lighting, traffic signal, watermain, storm and sanitary sewer, and restoration on Kalamazoo Avenue from 28th Street to Alger Street in the city of Grand Rapids, Kent County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|------------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | | | |
| Velting Contractors, Inc. | \$ 1,644,362.90 | Same | 1 ** |
| Dykema Excavators, Inc. | \$ 1,832,340.36 | Same | 2 |
| Nagel Construction, Inc. | | | |
| Nashville Construction Company | | | |
| Diversco Construction Company | \$ 1,923,814.40 | Same | 3 |
| Kentwood Excavating, Inc. | | | |

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 64.92 % |
| City of Grand Rapids | 35.08 % |

| | | | |
|------|--|----------------------------|---|
| 167. | LETTING OF JUNE 06, 2003 PROPOSAL 0306075 PROJECT STH 50609-59869, ETC LOCAL AGRMT. 03-5214, 03-5215 START DATE - 10 days after award COMPLETION DATE - 20 working days | ENG. EST. \$ 223,241.00 | LOW BID \$ 194,963.30 % OVER/UNDER EST. -12.67 % |
|------|--|----------------------------|---|

Construct right-turn lanes on northbound and southbound Hoover Road at 12 Mile Road intersection and on Ryan Road at 14 Mile Road from northbound Ryan Road to eastbound 14 Mile Road, in the city of Warren, Macomb County.

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|---------------|-------------|
| Kelcris Corporation | | | |
| Peter A. Basile Sons, Inc. | \$ 207,268.53 | Same | 3 |
| John Carlo, Inc. | \$ 224,938.08 | Same | 5 |
| Florence Cement Company | \$ 194,963.30 | Same | 1 ** |
| Angelo Iafrate Construction Company | | | |
| Century Cement Company, Inc. | \$ 213,846.00 | Same | 4 |
| ABC Paving Company | | | |
| Peake Contracting, Inc. | | | |
| Pamar Enterprises, Inc. | \$ 200,000.09 | Same | 2 |
| Six-S, Inc. | \$ 237,600.43 | \$ 238,600.43 | 6 |
| Todd T. Kneisel Construction Co. | | | |

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 59869A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Warren | 20.00 % |
| 59915A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Warren | 20.00 % |

0.50 mi of road reconstruction, including base crushing and shaping, aggregate base, curb and gutter at intersections, hot mix asphalt surfacing, pavement marking, and slope restoration on Kedzie and Parkway Streets from Kenwood Street to White Lake Drive in the village of Lakewood Club, Muskegon County.

5 Bidders

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

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169. LETTING OF JUNE 06, 2003
 PROPOSAL 0306087
 PROJECT EDDF 17555-72812
 LOCAL AGRMT. 03-5247
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2003

| | |
|-------------------|---------------|
| ENG. EST. | LOW BID |
| \$ 1,018,817.60 | \$ 832,218.84 |
| % OVER/UNDER EST. | |
| -18.32 % | |

8.9 mi of rehabilitation including trenching, overband crack filling, hot mix asphalt surfacing, hot mix asphalt and aggregate shoulders, intersection improvements, guardrail replacements, pavement markings and restoration, on 6 Mile Road from M-221 easterly to Mackinac Trail in Bay Mills, Superior, Soo and Dafter Townships, Chippewa County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 1,120,204.55 | Same | 3 |
| Payne & Dolan, Inc. | \$ 921,843.40 | Same | 2 |
| H & D, Inc. | \$ 832,218.84 | Same | 1 ** |
| Norris Contracting, Inc. | | | |

3 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source: 72812A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

Commitment Level: The contract cost is not fixed it is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract; the low bidder is awarded the project. Any negotiations prior to award of the contract are in violation of Federal regulation and MDOT specs.

New Project Identification: Resurfacing.

Signal interconnection and modernization at 19 locations city-wide within the city limits of Muskegon Heights, Muskegon County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

56049A

| | |
|--------------------------------------|-------|
| Federal Highway Administration Funds | 100 % |
|--------------------------------------|-------|

| | | | |
|------|--|---------------------------|---|
| 171. | LETTING OF JUNE 06, 2003 PROPOSAL 0306093 PROJECT STH 44609-54032 LOCAL AGRMT. 03-5289 START DATE - 10 days after award COMPLETION DATE - AUGUST 31, 2003 | ENG. EST. \$ 36,364.00 | LOW BID \$ 34,777.30 % OVER/UNDER EST. -4.36 % |
|------|--|---------------------------|---|

0.03 km of bituminous paving with pavement removal, grading, earth excavation, drainage, curb and gutter removal, curb and gutter installation, pavement markings and slope establishment on Newark Road at M-53 intersection, in the city of Imlay City, Lapeer County.

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|---------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | | | |
| Fisher Contracting Company | | | |
| Thompson-McCully Company | \$ 36,499.29 | Same | 2 |
| Florence Cement Company | | | |
| Rohde Brothers Excavating, Inc. | \$ 42,473.00 | Same | 4 |
| Zito Construction Co. | \$ 39,154.25 | Same | 3 |
| Ron Bretz Excavating, Inc. | \$ 34,777.30 | Same | 1 ** |
| Genoak Construction Company | | | |
| Pro-Line Asphalt Paving Corp. | \$ 45,347.83 | Same | 5 |

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 54032A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Imlay City | 20.00 % |

2.49 mi of resurfacing including hot mix asphalt surfacing, aggregate shoulders, intersection improvements, and traffic control on F-97 from Muma Road southerly to the Roscommon/Gladwin County line, in Nester Township, Roscommon County.

3 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

0.28 mi of reconstruction including pavement removal, hot mix asphalt surfacing, curb and gutter, aggregate base, subbase, drainage improvements, intersection improvements, and sanitary sewer on Grand Rapids Street from Lafayette Street southerly to Eagle Drive in the village of Middleville, Barry County.

| BIDDER | AS-READ | AS-CHECKED |
|--------|---------|------------|
|--------|---------|------------|

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

| | |
|--------------------------------|--------|
| Federal Highway Administration | 50.53% |
| Village of Middleville | 49.47% |

0.91 mi of rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, aggregate shoulders, culvert replacements and traffic control, on County Road 300 (East Houghton Lake Drive) from Old 27 easterly to Bayview Drive in Lake Township, Roscommon County.

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

73943A

| | | |
|--------------------------------------|-------|---|
| Roscommon County | 20.00 | % |
| Federal Highway Administration Funds | 80.00 | % |

6.3 mi of rehabilitation including cold milling hot mix asphalt surface, concrete joint repairs, trenching, drainage improvements, intersection improvements, driveway approach improvements, hot mix asphalt and aggregate shoulders, hot mix asphalt surfacing, guardrail improvements and pavement markings on Mackinac Trail from 3 Mile Road southerly to 9 Mile Road in Soo and Dafter Townships, Chippewa County.

3 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

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- | | | | |
|------|-----------------------------------|---------------|-------------------|
| 177. | LETTING OF JUNE 06, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0306101 | \$ 402,452.55 | \$ 351,307.43 |
| | PROJECT EDDF 64555-72957 | | |
| | LOCAL AGRMT. 03-5115 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - AUGUST 29, 2003 | | -12.71 % |

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | | | |
| Milbocker and Sons, Inc. | \$ 503,876.66 | Same | 6 |
| Nagel Construction, Inc. | | | |
| D. J. McQuestion & Sons, Inc. | | | |
| Wadel Stabilization, Inc. | \$ 466,546.20 | Same | 3 |
| Stein Construction Co., Inc. | \$ 570,143.92 | Same | 8 |
| C & D Hughes, Inc. | \$ 487,853.10 | Same | 5 |
| Brenner Excavating, Inc. | | | |
| Anlaan Corporation | | | |
| Prince Bridge & Marine, LTD. | \$ 517,205.60 | Same | 7 |
| Quantum Construction Company | \$ 482,608.15 | Same | 4 |
| Hallack Contracting | \$ 351,307.43 | Same | 1 ** |
| Bernie Johnson Trucking, Inc. | \$ 370,036.00 | Same | 2 |
| J.E. Kloote Contracting, Inc. | | | |

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 74.00 % |
| State Restricted Trunkline Funds | 26.00 % |

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

New Project Identification: Reconstruction.

7.44 mi of rehabilitation at 3 locations including aggregate base conditioning, hot mix asphalt surfacing, aggregate shoulders, hot mix asphalt base crushing and shaping, and intersection improvements on Afton Road from Rondo Road northeasterly to Munger Road (3.6 mi) in Ellis Township, Cheboygan County, on Old Mackinaw Road from Campbell Road northwesterly to US-23 (2.12 mi) in Beaugrand Township, Cheboygan County, and on VFW Road from M-27 westerly to Wing Road (1.72 mi) in Inverness Township, Cheboygan County.

| BIDDER | | AS-READ | AS-CHECKED | |
|------------------------------------|-----------|-------------------|-------------|-------------|
| Bolen Asphalt Paving, Inc. | \$ | 837,553.05 | Same | 3 |
| Rieth-Riley Construction Co., Inc. | \$ | 897,736.89 | Same | 4 |
| Payne & Dolan, Inc. | \$ | 736,353.75 | Same | 2 |
| H & D, Inc. | \$ | 680,906.95 | Same | 1 ** |

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

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Concrete base widening with integral curb, bituminous resurfacing, drainage improvements and traffic signal modernization on Schaefer Highway from Seven Mile Road to Eight Mile Road, on Warren Avenue and Anthony Wayne Drive, and on Warren and Cass Avenues, in the city of Detroit, Wayne County.

| BIDDER | AS-READ | AS-CHECKED |
|--------|---------|------------|
|--------|---------|------------|

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

49909A

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| | | | |
|------|---|----------------------------|---|
| 180. | LETTING OF JUNE 06, 2003 PROPOSAL 0306104 PROJECT STU 41401-56375 LOCAL AGRMT. 03-5297 START DATE - 10 days after award COMPLETION DATE - OCTOBER 18, 2003 | ENG. EST. \$ 904,471.00 | LOW BID \$ 673,541.49 % OVER/UNDER EST. -25.53 % |
|------|---|----------------------------|---|

0.95 mi of road reconstruction including earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, drainage structures, and permanent pavement markings on Patterson Avenue from 76th Street to 68th Street, in Caledonia and Gaines Townships, Kent County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------------|----------------------|--------------|-------------|
| Kamminga & Roodvoets, Inc. | \$ 773,698.24 | Same | 4 |
| Velting Contractors, Inc. | \$ 673,541.49 | Same | 1 ** |
| Milbocker and Sons, Inc. | \$ 716,810.70 | Same | 2 |
| Dykema Excavators, Inc. | \$ 746,729.97 | Same | 3 |
| Nagel Construction, Inc. | | | |
| D. J. McQuestion & Sons, Inc. | | | |
| Wyoming Excavators, Inc. | \$ 799,689.71 | Same | 5 |
| Nashville Construction Company | \$ 877,520.05 | Same | 7 |
| Geocon, Inc. | \$ 843,270.15 | Same | 6 |
| Diversco Construction Company | \$ 885,342.35 | Same | 8 |
| Kentwood Excavating, Inc. | \$ 833,421.10 | cannot total | n/c |

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56375A

| | |
|--------------------------------------|---------|
| Kent County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

181. LETTING OF JUNE 06, 2003
 PROPOSAL 0306105
 PROJECT STL 44011-72368
 LOCAL AGRMT. 03-5281
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2003

ENG. EST. \$ 625,711.15
 LOW BID \$ 653,473.25
 % OVER/UNDER EST. 4.44 %

2.2 mi of asphalt pavement resurfacing, including base crushing and shaping, earthwork, aggregate base, hot mix asphalt paving, culverts, curb and gutter, pavement marking, and slope restoration on Hadley Road from Sawmill Lake Road to Brocker Road in Hadley Township, Lapeer County.

7.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--|----------------------|-------------|-------------|
| Saginaw Asphalt Paving Co | | | |
| Fisher Contracting Company | \$ 664,128.81 | Same | 2 |
| Thompson-McCully Company | \$ 732,113.24 | Same | 4 |
| Ace Asphalt & Paving | | | |
| Florence Cement Company | | | |
| Champagne and Marx Excavating, Inc. | \$ 653,473.25 | Same | 1 ** |
| Barrett Paving Materials, Inc. | | | |
| Rohde Brothers Excavating, Inc. | \$ 678,090.04 | Same | 3 |
| Zito Construction Co. | \$ 966,434.04 | Same | 8 |
| The Oakland Excavating Company | \$ 921,544.04 | Same | 7 |
| Ron Bretz Excavating, Inc. | \$ 775,238.44 | Same | 6 |
| Genoak Construction Company | \$ 771,802.69 | Same | 5 |
| Pro-Line Asphalt Paving Corp. | | | |
| Todd T. Kneisel Construction Co. | | | |

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

72368A

| | |
|--------------------------------------|---------|
| Lapeer County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

1.85 mi of road reconstruction, including machine grading, hot mix asphalt base crushing and shaping, aggregate shoulders, culverts, hot mix asphalt surfacing, pavement marking, and slope restoration on Rose City Road from Rifle River state recreation area entrance to Main Street in Cumming, Hill, Rose, and Goodar Townships, Ogemaw County.

6 Bidders

Purpose/Business Case: This project is for the reconstruction and widening of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

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- 0.14 mi of reconstruction including pavement removal, hot mix asphalt surfacing, curb and gutter, aggregate base, subbase, drainage improvements, intersection improvements and water main on West Main Street from Lem Paul Street easterly to M-37 in the village of Middleville, Barry County.

6 Bidders

Purpose/Business Case: This project is for the reconstruction and widening of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

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3.59 mi of rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, aggregate shoulders, culvert replacements, and traffic control on County Road 300 (East Houghton Lake Drive) from Long Point Drive easterly to County Road 100 (Markey Road) in Lake and Markey Townships, Roscommon County.

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

72691A

| | | |
|--------------------------------------|-------|---|
| Roscommon County | 20.00 | % |
| Federal Highway Administration Funds | 80.00 | % |

1.14 mi of rehabilitation including trenching, aggregate base, cold milling, hot mix asphalt surfacing, aggregate shoulders, guardrail improvements, intersection improvements, and traffic control on Old 27 from south of Knapp Road northerly to M-55 in Roscommon Township, Roscommon County.

4 Bidders

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

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| | | | |
|------|---|----------------------------|---|
| 186. | LETTING OF JUNE 06, 2003 PROPOSAL 0306110 PROJECT STH 80609-59932, ETC LOCAL AGRMT. 03-5292 START DATE - 10 days after award COMPLETION DATE - AUGUST 29, 2003 | ENG. EST. \$ 103,745.03 | LOW BID \$ 95,768.32 % OVER/UNDER EST. -7.69 % |
|------|---|----------------------------|---|

Traffic signal upgrade and installation on Michigan Avenue at Hazen Street intersection along with 0.18 miles of hot mix asphalt cold milling and hot mix asphalt paving including drainage structure cover adjustments and pavement marking on Michigan Avenue from Miller Street to Paw Paw River Bridge in the village of Paw Paw, Van Buren County.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|---------------------|-------------|-------------|
| Thompson-McCully Company | \$ 95,768.32 | Same | 1 ** |
| Consumers Asphalt Company | | | |

1 Bidder

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 59932A | |
| Federal Highway Administration Funds | 80.00 % |
| Village of Paw Paw | 20.00 % |
| 74362A | |
| Federal Highway Administration Funds | 81.85 % |
| Village of Paw Paw | 18.15 % |

| | | | |
|------|---|----------------------------|---|
| 187. | LETTING OF JUNE 06, 2003 PROPOSAL 0306111 PROJECT EDDF 36555-55111 LOCAL AGRMT. 03-5252 START DATE - 10 days after award COMPLETION DATE - AUGUST 30, 2003 | ENG. EST. \$ 311,739.00 | LOW BID \$ 267,988.38 % OVER/UNDER EST. -14.03 % |
|------|---|----------------------------|---|

0.39 mi of pavement reconstruction including cold milling, pavement removal, curb and gutter removal, earth excavation, hot mix asphalt surfacing, aggregate base, subbase, curb and gutter, intersection and driveway improvements, and restoration on Seventh Avenue from US-2 (Adams Street) northerly to Franklin Street in the city of Iron River, Iron County.

| BIDDER | A S-READ | AS-CHECKED | |
|--------------------------------|----------------------|-------------|-------------|
| Bacco Construction Company | \$ 275,803.25 | Same | 2 |
| Payne & Dolan, Inc. | \$ 267,988.38 | Same | 1 ** |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 55111A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Iron River | 20.00 % |

| | | | |
|------|--|----------------------------|--|
| 188. | LETTING OF JUNE 06, 2003 PROPOSAL 0306112 PROJECT STG 47041-66282, ETC LOCAL AGRMT. 03-5303 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 12, 2003 | ENG. EST. \$ 159,505.15 | LOW BID \$ 152,999.30 % OVER/UNDER EST. -4.08 % |
|------|--|----------------------------|--|

Traffic signal installation along with intersection widening, hot mix asphalt resurfacing, hot mix asphalt crushing and shaping, and concrete curb and gutter on McGregor Road at M-36, Livingston County.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Thompson-McCully Company | \$ 152,999.30 | Same | 1 ** |
| Florence Cement Company | | | |
| C & D Hughes, Inc. | \$ 190,441.00 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | | |
|--------------------------------------|--|---------|
| 66282A | | |
| Federal Highway Administration Funds | | 100 % |
| 73895A | | |
| Livingston County | | 20.00 % |
| Federal Highway Administration Funds | | 80.00 % |

| | | | |
|------|------------------------------------|---------------|-------------------|
| 189. | LETTING OF JUNE 06, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0306048 | \$ 226,200.00 | \$ 184,168.00 |
| | PROJECT M 84021-74934 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JULY 28, 2003 | | |
| | COMPLETION DATE - 90 calendar days | | -18.58 % |

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|---------------|-------------|
| lo, Inc. | | | |
| Sealtight Sealing, Inc. | \$ 184,168.00 | Same | 1 ** |
| R. Hartman, Inc. | | | |
| the Parking Lot Maintenance | \$ 216,886.00 | Same | 3 |
| Asphalt Sealers, Inc. | | | |
| Construction, Inc. | \$ 218,787.00 | \$ 208,197.00 | 2 |
| Sealing Corp. | \$ 285,083.00 | Same | 6 |
| Construction & Maintenance, LLC | \$ 266,987.00 | Same | 4 |
| Sealant & Concrete, Inc. | \$ 279,416.00 | Same | 5 |

Purpose/Business Case: The purpose of this contract is to preserve and improve the infrastructure at various airports. Construction will consist of assessment of work to be done at each site, filling of nonworking cracks, and sealing of working cracks.

Benefit: Airport sponsors and all users will benefit as a result of sealing and filling of cracks in the pavements. These treatments will prevent water from penetrating the pavement into the sub-base materials. Will extend the life-span of the pavements by slowing the deterioration process and improve ride quality and safety.

| | | |
|------------------------------------|-------|---|
| State Restricted Aeronautics Funds | 50.00 | % |
| VARIOUS AIRPORTS STATEWIDE | 50.00 | % |

New Project Identification: Routine maintenance.

| | | | | |
|------|--|----------------------------|--------------------------|-------------------------------|
| 190. | LETTING OF JUNE 06, 2003 PROPOSAL 0306049 PROJECT M 84020-74935 LOCAL AGRMT. START DATE - AUGUST 10, 2003 COMPLETION DATE - 180 calendar days | ENG. EST. \$ 205,832.20 | LOW BID \$ 123,160.04 | % OVER/UNDER EST. -40.16 % |
|------|--|----------------------------|--------------------------|-------------------------------|

State-wide pavement marking at various airports.

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------|----------------------|-------------|-------------|
| P.K. Contracting, Inc. | \$ 159,932.20 | Same | 3 |
| Oglesby Construction, Inc. | | | |
| Kenmark, Inc. | \$ 123,160.04 | Same | 1 ** |
| Hi-Lite Markings, Inc. | \$ 159,068.02 | Same | 2 |

3 Bidders

Purpose/Business Case: The purpose of this contract is to preserve and improve the runway, taxiway, and apron at various airports statewide. The project requires assessment of work to be done at each site for remarking of the faded stripes as required by law.

Benefit: Airport sponsors and all users will benefit as a result of remarking all the pavements. This will improve the visibility and safety at the airports.

Funding Source:

| | |
|------------------------------------|---------|
| State Restricted Aeronautics Funds | 50.00 % |
| VARIOUS AIRPORTS STATEWIDE | 50.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If project is not developed, the airports paint markings condition will continue to decline. Eventually, airport pavement markings will cease to exist.

Cost Reduction: Treatment will result in better visibility and improved safety of the pavements.

New Project Identification: Routine maintenance.

| | | | |
|------|--------------------------------------|-----------------|-------------------|
| 192. | LETTING OF JUNE 06, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0306076 | \$ 3,038,238.00 | \$ 2,938,175.60 |
| | PROJECT AO 84003-75170 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 30, 2004 | | -0.03 % |

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|------------------------|-----------------|-------------|
| Armond Cassil Railroad Construction | \$ 3,120,794.46 | \$ 3,120,714.35 | 3 |
| Atlas Railroad Construction Co. | | | |
| Delta Railroad Construction, Inc. | | | |
| CR Construction Company of Ohio | \$ 3,925,127.23 | \$ 3,925,147.23 | 4 |
| Volkman Railroad Builders, Inc. | \$ 3,019,228.00 | Same | 2 |
| D.O.T. Rail Service, Inc. | \$ 2,938,175.60 | Same | 1 ** |

Purpose/Business Case: This track and bridge rehabilitation project preserves the structural integrity and extends the service life of the State-owned railway to remote Michigan communities in the Upper Peninsula.

Benefit: This project enhances train operational safety and improves the level of service to those dependent on rail service.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/derailments due to existing track conditions.

Cost Reduction: Lower operating and maintenance costs.

New Project Identification: Maintenance.

REAL ESTATE PROJECTS

193. LETTING OF JUNE 06, 2003
 PROPOSAL 0306121
 PROJECT HPP 63022-60082B01
 LOCAL AGRMT.
 START DATE - 1 days after award
 COMPLETION DATE - 20 calendar days

| | |
|-------------------|--------------|
| ENG. EST. | LOW BID |
| \$ 350,000.00 | \$ 94,665.50 |
| % OVER/UNDER EST. | |
| | -72.95 % |

Demolition of Department-owned Novi rest area in the city of Novi, Oakland County.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|---------------------|-------------|-------------|
| Bierlein Companies, Inc. | \$ 49,376.00 | Same | WD |
| Bourdow Trucking Company | \$ 97,875.16 | Same | 3 |
| Homrich, Inc. | \$ 95,269.00 | Same | 2 |
| Rohde Brothers Excavating, Inc. | | | |
| E.T. MacKenzie Company | \$ 94,665.50 | Same | 1 ** |

4 Bidders

Purpose/Business Case: This project is a demolition contract for the I-96 Novi rest area. The rest area has been sold and will be closed by June 2, 2003.

Benefit: The Novi rest area is to be demolished as part of the purchase agreement; ownership is scheduled to be transferred on June 2, 2003.

Funding Source:

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable demolition costs. The contract's final cost will be based on unit prices bid by the contractor.

Risk Assessment: In October of 2002, MDOT agreed to sell the rest area property and the closing was escrowed to May 1, 2003. MDOT received a time extension of June 2, 2003, to close on the property. The purchaser may take legal action if the demolition is not completed as agreed.

Cost Reduction: This project eliminates the need to spend money maintaining vacant building improvements.

New Project Identification: Demolition.

EXTRAS

194. **Item Number 2003 – 25**

Control Section/Job Number: 39405-49379A Local Agency Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed by: Consultant

Engineer's Estimate: \$ 1,991,999.95

Description of Project:

3.016 km of pavement removal, cold milling, bituminous pavement, storm sewer, traffic signals, curb and gutter on Parkview Avenue from 200 m west of Drake Road to east of Oakland in the City of Kalamazoo, Kalamazoo County.

| | | |
|---|------------------------------|------------------------|
| Administrative Board Approval Date: | September 4, 2001 | |
| Contract Date: | March 21, 2002 | |
| Original Contract Amount: | \$2,175,568.77 | |
| Total of Overruns/Changes Approved to Date: | 39,937.47 | + 1.80 % |
| Total of Extras/Adjustments Approved to Date: | 130,408.04 | + 5.99 % |
| THIS REQUEST | <u>48,371.46</u> | + <u>2.22</u> % |
| Revised Total | <u>\$2,394,285.74</u> | + 10.01 % |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.80 % over the original budget for an **Authorized to Date Amount** of \$2,345,914.28.

Approval of this extra will place the authorized status of the contract 10.01 % over (+\$218,716.97) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5, r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract for the reasons stated with the item(s).

| | | |
|--------------------------|----------------------|----------|
| Store Front Construction | 1 ls @ \$5,350.00/ls | 5,350.00 |
|--------------------------|----------------------|----------|

Reason for the pay item above: this item compensates the contractor for work associated with additional pavement removal and replacement to direct water flow away from business fronts. The consultant designed the curb and gutter higher than the business entrances and forgot to properly address surface drainage to avoid flooding of the business fronts.

| | | |
|----------------------------------|----------------------|----------|
| Drainage structure, Sump, 1200mm | 13 ea @ \$ 280.00/ea | 3,640.00 |
| Drainage structure, Sump, 600mm | 20 ea @ \$ 240.00/ea | 4,800.00 |

Reason for the pay items above: these items add the sump feature to the 600 mm(2 foot) and 1200 mm(4 foot) drainage structures. This is a standard that the consultants omitted from the plans. The construction engineer felt that this standard should be added to the structures during construction.

| | | |
|---------------------|----------------------|----------|
| Video Taping Houses | 29 ea @ \$ 175.00/ea | 5,075.00 |
|---------------------|----------------------|----------|

Reason for the pay item above: the foundations of the houses in close proximity to the construction were video taped prior to construction to protect residents along Parkview Avenue in the City of Kalamazoo, Michigan. By having a record of the condition of the foundations before construction began it would be easier to determine what, if any, foundation damage might have occurred during construction of this project.

| | | |
|---------------|----------------------|----------|
| Hand Dig Post | 103 ea @ \$ 40.00/ea | 4,120.00 |
|---------------|----------------------|----------|

Reason for the pay item above: the consultant neglected to make provision in the plans for hand digging which was necessary for installation of the guardrail posts near the high pressure gas main.

| | | |
|---|--------------------|--------|
| Pavement Marking Temporary Non Removable, "ONLY" | 4 ea @ \$ 65.00/ea | 260.00 |
|---|--------------------|--------|

Reason for the pay item above: temperature restrictions did not permit the use of the planned cold plastic pavement markings. Therefore, waterborne paint was used to replace the cold plastic that was originally set up.

| | | |
|----------------------------|----------------------|-----------|
| Reconstruct Water Shut-Off | 30 ea @ \$ 385.00/ea | 11,550.00 |
|----------------------------|----------------------|-----------|

Reason for the pay item above: the plans called for water shut offs to be adjusted. Due to the age and the condition of the water shut offs, they could not merely be adjusted, they needed to be reconstructed. All installations required new boxes.

| | | |
|---------------------|----------------------------|----------|
| Bituminous Approach | 135.33 tons @ \$ 65.00/ton | 8,796.45 |
|---------------------|----------------------------|----------|

Reason for the pay item above: the design firm did not include this item in the bid tabulations but included it in the plans.

| | | |
|-------------------------------------|----------------------|--------|
| Guardrail Terminal End Shoe, Type B | 4ea @ \$ 120.00/ea | 480.00 |
| Guardrail , Type A | 15.24 m @ \$ 42.75/m | 651.51 |

Reason for the pay items above: the items above were needed to keep vehicular traffic from driving past the dead end portions of Lowden and Hoover Roads. These items were necessary but not included in the plans.

| | | |
|--------------------------|-----------------------|--------|
| Shoulder Class III, 80mm | 140.1 m2 @ \$ 3.00/m2 | 420.30 |
|--------------------------|-----------------------|--------|

Reason for the pay item above: this material was needed to restore the paved alley between Lowden and Hoover.

| | | |
|---------------------------|----------------------|----------|
| Sidewalk, Concrete, 100mm | 80.0m2 @ \$ 21.52/m2 | 1,721.60 |
|---------------------------|----------------------|----------|

Reason for the pay items above: the proposed curb and gutter was raised in the plans. This resulted in the concrete sidewalk needing to be replaced.

| | | |
|-----------------|------------------------|----------|
| Sign, Type IIIA | 8.370m2 @ \$ 180.00/m2 | 1,506.60 |
|-----------------|------------------------|----------|

Reason for the pay item above: the signs were needed for temporary traffic control and were not included in the original plans.

| | |
|--------------|---------------------------|
| Total | <u>\$48,371.46</u> |
|--------------|---------------------------|

Section 103.04 – **EXTRA WORK** – of the **1996** Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board at its July 1, 2003, meeting.

Purpose/Business Case: This request is for the addition of 13 new items to the contract.

Benefit: The motoring public that is driving through this project, post-construction, benefits in having the facility built to the current standard.

Funding Source: FHWA, 83.23 %; City of Kalamazoo, 16.77 %

Commitment Level: The original contract cost is fixed. The increase in traffic control item prices are negotiated based on other items originally included in the contract.

Risk Assessment: The risks associated with not doing this work allows the motoring public to drive in a substandard project.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

195. **Item Number 2003 – 26**

| | | |
|-----------------------------|----------------|----------------------|
| Control Section/Job Number: | 39405 – 49374A | Local Agency Project |
|-----------------------------|----------------|----------------------|

| | |
|-------------|---|
| Contractor: | Robert Bailey Contractors, Inc. 1727 Construction Drive Kalamazoo, Michigan 49001 |
|-------------|---|

| | |
|--------------|------------|
| Designed by: | Consultant |
|--------------|------------|

| | |
|----------------------|----------------|
| Engineer's Estimate: | \$3,219,096.00 |
|----------------------|----------------|

Description of Project:

1.38 mi of bituminous reconstruction and widening, aggregate base, storm sewer, watermain, concrete curb and gutter, drainage structures, permanent pavement markings, and traffic signals on West Milham Avenue from Oakland Drive easterly to 400 ft. east of Westnedge Drive, and Constitution Boulevard from 270 ft. south of West Milham Avenue north to West Milham Avenue in the city of Portage, Kalamazoo County.

| | | |
|---|------------------------------|-------------------------|
| Administrative Board Approval Date: | May 7, 2002 | |
| Contract Date: | May 8, 2002 | |
| Original Contract Amount | \$2,713,520.62 | |
| Total of Overruns/Changes(Approved to Date) | 64,663.68 | + 2.38 % |
| Total of Extras/Adjustments(Approved to Date) | 199,728.06 | + 7.36 % |
| THIS REQUEST | <u>\$ 378,092.01</u> | + <u>13.93 %</u> |
| Revised Total | <u>\$3,356,004.37</u> | + 23.67 % |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.74 % over the original budget for an **Authorized to Date Amount of \$ 2,977,912.36**.

Approval of this extra will place the authorized status of the contract 23.67 % over (+\$642,483.75) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): Seven CM's (7, r.19; 11, r.1; 12, r.1; 13; 14; 15, r.1; & 16, r.1).

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Water Main Items-CM's # 7 & 19 \$ 84,283.00

Reason for the pay item above: a 4 inch water main not previously identified on the plans was found during excavation in front of a building on the project site. This item includes all of the individual work items and work necessary to perform the installation of this watermain that needed to be done before the we could proceed with the rest of the project. This item was not previously identified by the consultants who designed the plans.

Drainage Structure Items-CM's #7, 13 & 19 31,441.50

Reason for the pay item above: the consultant omitted the inclusion of the drainage structures necessary for the construction of the storm sewer system. To properly construct this job the above items were needed.

Miscellaneous Bituminous Approach-CM #11 56,976.00

Reason for the pay item above: the existing thickness of bituminous was less than previously anticipated. Cold milling did not leave enough asphalt to construct the new road on. In these areas the existing pavement was under-cut and the base was rebuilt with the miscellaneous bituminous approach item. The prices for the additional material were negotiated between the contractor and the city of Portage and approved by the Michigan Department of Transportation.

Landscaping Items-CM's # 7, 12, 13 & 19 20,332.32

Reason for the above pay item: the work activities associated with this project disturbed the irrigation system and the ornamental plantings in front of the post office and businesses along the project and needed to be returned to the original condition prior to construction. The plans did not make provision for such work.

Overhead Pole and Underground Utility Items-CM's # 12, 14 & 15 78,209.19

Reason for the above pay item: this project was constructed in a very busy commercial and residential corridor. The City of Portage took overhead lines and placed them in conduits in trenches not previously set up in the plans. This work included removal and relocation of various utility and light poles that were either abandoned or needed to be relocated from congested areas to minimize obstacles that could be hit by motoring traffic.

Traffic Signal Video Detection System-CM's 15 & 16 106,850.00

Reason for the above pay item: during construction the City of Portage decided to add the traffic signal video detection system. The City of Portage has approved the system and understands that it is a non-participating item. The cost will be paid for entirely by the City of Portage.

Total **\$378,092.01**

ALL OF THE ABOVE ITEMS ARE FUNDED 100% BY THE LOCAL AGENCY

The unit prices for this extra work were negotiated in accordance with Standard Specification 109.07.a. and compare favorably with MDOT published average unit prices for similar work.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for the addition of new items to the contract.

Benefit: The motoring public driving through this project, post-construction, benefits by having the facility built to the current standard.

Funding Source: These items are being paid for 100 % by the City of Portage. The balance of the contract is funded thusly, FHWA 64.65 %; City of Portage, 35.35%

Commitment Level: The job is advertised and bid under the Michigan Department of Transportation system. The original contract cost is fixed by award of the contract to the lowest bidder. The increase in traffic control item prices are negotiated based on other items included in the contract originally.

Risk Assessment: The risks associated with not doing this work means the motoring public drives on a substandard facility. The failure to include the watermain work, the storm sewer work, and the bituminous work will mean that the integrity of the pavement could be compromised resulting in future costly repairs. The utility and traffic signal system insures safety and service to the public.

Cost Reduction: The lowest possible price has been negotiated between the contractor and the City of Portage. The Michigan Department of Transportation concurs.

New Project Identification: This is an existing project already under contract.

196. **Item Number 2003 - 27**

Control Section/Job Number: 82072 – 56719-2

Department Project

Contractor: Ajax Paving Industries, Inc.
One Ajax Drive
P. O. Box 71307
Madison Heights, Michigan 48071

Designed by: Consultant

Engineer's Estimate: \$372,187.96

Description of Project:

0.0158 mi. of traffic signal modifications, cold milling and resurfacing, pavement markings and signing on M-3 at the Gratiot Avenue and Randolph Street intersection, from Brush to Monroe in the City of Detroit, Wayne County.

| | | |
|--|----------------------------|-------------------------|
| Administrative Board Approval Date: | September 3, 2002 | |
| Contract Date: | September 5, 2002 | |
| Original Contract Amount: | \$397,562.78 | |
| Total of Overruns/Changes(Approved to Date): | 106,829.27 | + 26.87 % |
| Total of Extras/Adjustments(Approved to Date): | 0.00 | + 0.00 % |
| THIS REQUEST | <u>52,364.76</u> | + <u>13.17</u> % |
| Revised Total | <u>\$556,756.81</u> | + 40.04 % |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 26.87 % over the original budget for an **Authorized to Date Amount** of \$504,392.05.

Approval of this extra will place the authorized status of the contract 40.04 % over (+\$159,194.03) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | |
|--|--------------|
| Additional Conduits & Handholes 1 LS @ \$ 52,364.76/LS | \$ 52,364.76 |
|--|--------------|

Reason for the pay item above: this request compensates the contractor for additional work associated with the installation of conduits and handholes on this project. This request is for labor and equipment rental only, which was required because of unforeseen buried obstacles such as multiple pavements, steam chambers, utility encasements, and building foundations. This work included saw cutting, torch cutting, and jack hammering.

| | |
|--------------|---------------------------|
| Total | <u>\$52,364.76</u> |
|--------------|---------------------------|

The lump sum cost was determined in accordance with Standard Specification 109.07.b.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for the additional payment for extra work associated with the installation of the original conduits and handholes on this contract.

Benefit: The public will benefit from not having its utility services disrupted.

Funding Source: FHWA, 89.76 %; State Restricted Trunkline, 9.28 %; City of Detroit, 0.96 %

Commitment Level: The original contract cost is fixed. The project is advertised and awarded to the lowest bidder. The increases in costs are documented in the field office by force account.

Risk Assessment: The risk associated with not doing this work is that some of the utility services supplied prior to this project would not be available to the public.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

197. **Item Number 2003 – 28**

Control Section/Job Number: 82194 – 45699A Department Project

Contractor: John Carlo, Inc.
River Ridge Corporate Centre
45000 River Ridge Drive
Clinton Township, Michigan 48038

Designed by: Consultant

Engineer's Estimate: \$88,197,629.10

Description of Project:

10.25 km of concrete freeway and ramp reconstruction, freeway lighting, freeway sign upgrading and rehabilitation of 20 structures, on I-75 from Goddard Road northerly to south of Rouge River, in the cities of Southgate, Lincoln Park, Allen Park, Melvindale and Detroit, Wayne County.

| | | |
|--|-------------------------------|------------------------|
| Administrative Board Approval Date: | January 15, 2002 | |
| Contract Date: | February 6, 2002 | |
| Original Contract Amount: | \$82,560,004.40 | |
| Total of Overruns/Changes(Approved to Date): | 1,269,371.64 | + 1.54 % |
| Total of Extras/Adjustments(Approved to Date): | 142,981.96 | + 0.17 % |
| THIS REQUEST | <u>101,273.86</u> | + <u>0.12</u> % |
| Revised Total | <u>\$84,073,631.86</u> | + 1.83% |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 1.71 % over the original budget for an Authorized to Date Amount of \$83,972,358.00.

Approval of this extra will place the authorized status of the contract 1.83 % over (+\$1,513,627.46) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None.

Contract Modification Number(s): 41, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|-----------------|------------------------|---------------------|
| H Pile 12 x 74 | 6589.00 m @ \$14.87/ m | 97,978.43 |
| H Pile 14 x 102 | 157.00 m @ \$20.99/ m | <u>3,295.43</u> |
| Total | | <u>\$101,273.86</u> |

Reason for the pay items above: this first item substitutes the uncoated 12 inch H piles which are 74 pounds per foot for the original protective coated 12 inch H piles that are 53 pounds per foot. The second item substitutes the uncoated 14 inch H piles which are 102 pounds per foot for the original protective coated 14 inch H pile which are 74 pounds per foot.

This was necessary because of anticipated friction between protective coating and the surrounding soil. The site has high concentrations of Hydrogen Sulfide in the water where we will be installing the H-piles used in the widening for this project. This causes corrosion. Redesign eliminated the coating and substituted heavier pile for the original (lighter) pile. It was felt that the excess material would provide a sacrificial barrier and leave enough section to support the structure.

Section 103.4-EXTRA WORK- of the 1996 Standard Specification for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its July 1, 2003, meeting.

Purpose/Business Case: This request is for the addition of two new items to the contract.

Benefit: The public benefits from a facility that has increased capacity because of the added lanes. This will translate into less delays and improved traffic flows, and consequently minimal traffic congestion.

Funding Source: FHWA, 80.00 %; State Restricted Trunkline, 18.76 %; City of Lincoln Park, 0.77 %; City of Detroit, 0.39 %; City of Allen Park, 0.08 %

Commitment Level: This project was advertised for bids. The lowest bidder was awarded the job. The original contract cost is fixed. The work on this extra will increase efficiency in traffic flow. Item prices are negotiated based on other items included in the original contract.

Risk Assessment: The risks associated with not doing this work allows the motoring public to drive in a substandard facility, causing unnecessary delays.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

198. **Item Number 2003 – 29**

Control Section/Job Number: 81076 – 60152A

Department Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed by: MDOT

Engineer's Estimate: 934,795.00

Description of Project:

5.015 mi of hot mix asphalt cold milling and resurfacing on US-23 from north of Bemis Road to M-17 (Washtenaw Avenue) in the city of Ann Arbor in Pittsfield Township, Washtenaw County.

| | | |
|---|-----------------------------|-------------------------|
| Administrative Board Approval Date: | November 5, 2002 | |
| Contract Date: | December 5, 2002 | |
| Original Contract Amount: | \$898,086.00 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00 % |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00 % |
| THIS REQUEST | <u>97,200.00</u> | + <u>10.82</u> % |
| Revised Total | <u>\$ 995,286.00</u> | + 10.82 % |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00 % over the original budget for an **Authorized to Date Amount** of \$898,086.00.

Approval of this extra will place the authorized status of the contract 10.82 % over (+\$97,200.00) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|--------------------------------------|------------------------------------|---------------------------|
| Trenching, Mainline Shoulder | 6.00 Stations @ \$1,000.00/Station | \$ 6,000.00 |
| Trenching, Ramp Shoulder 8" wide | 10.00 Stations @ \$900.00/Station | 9,000.00 |
| Pavement Joint & Crack Repair, Det 8 | 5,800 Feet @ \$14.00/Feet | 81,200.00 |
| Shoulder Class II | 40 Tons @ \$ 25.00/Ton | 1,000.00 |
| Total | | <u>\$97,200.00</u> |

Reason for the pay items above: it was necessary to repair pavement joints and cracks prior to resurfacing to improve rideability and increase the life of the pavement. This work was discussed and approved by the Transportation Service Center personnel.

Section 103.4 –EXTRA WORK – of the 1996 Standard Specification for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for the addition of four new items to the contract.

Benefit: The performance of the roadway facility is vastly enhanced by incorporating these improvements.

Funding Source: FHWA, 81.85 %; State Restricted Trunkline, 17.92 %; City of Ann Arbor, 0.23 %

Commitment Level: This project was advertised by the Michigan Department of Transportation and awarded to the lowest bidder. The original contract cost is fixed. Item prices are negotiated based on other items included in the original contract.

Risk Assessment: The risks associated with not doing this work would cause the motoring public to drive in a substandard facility.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project.

199. **Item Number 2003 - 30**

Control Section/Job Number: 11413-49246A Local Agency Project

Contractor: Kalin Construction Co., Inc.
2663 Yore Avenue
Sodus, Michigan 49126

Designed by: Consultant

Engineer's Estimate: \$2,702,461.65

Description of Project:

5.30 km of bituminous road reconstruction including pulverizing existing pavement and base, earthwork, bituminous pavement, install new storm sewer, replace structure with new culvert, install traffic signals, concrete curb and gutter, and pavement markings on Cleveland Avenue from Rocky Weed Road to I-94 in Berrien County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | June 4, 2002 | |
| Contract Date: | June 5, 2002 | |
| Original Contract Amount: | \$2,587,246.27 | |
| Total of Overruns/Changes Approved to Date: | 9,653.03 | + 0.37 % |
| Total of Extras & Adjustments Approved to Date: | 176,936.90 | + 6.84 % |
| THIS REQUEST | <u>25,640.49</u> | <u>+0.99 %</u> |
| Revised Total | <u>2,799,476.69</u> | + 8.20 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 7.21 % over the original budget for an Authorized to Date Amount of \$2,773,836.20.

Approval of this extra will place the authorized status of the contract 8.20 % over (+\$212,230.42) the original budget.

Extras previously approved by the State Administrative Board were on the February 4, 2003, Agenda, Item #104, our Extra Item # 2003-12 for \$84,551.45.

Contract Modification Number(s): 7, r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|---|---------------------------|---------------------------|
| Remove/Replace 450mm Concrete | 31.920 m @ \$90.72/m | \$2,895.78 |
| Sanitary Sewer, SDR 35, 200mm | 34.140 m @ \$248.00/m | 8,466.72 |
| Dust Control, Water | 53.000 ea @ \$75.00/ea | 3,975.00 |
| 500mm x 200mm Tapping | | |
| Sleeve and Valve | 4.000 ea @ \$3,289.00/ea | 13,156.00 |
| 400mm x 200mm Tapping | | |
| Sleeve and Valve | -3.000 ea @ \$2,954.00/ea | -8,862.00 |
| Curb and Gutter, Concrete, Det B2 | 38.000 m @ \$51.44/m | \$1,954.72 |
| Sewer Tap, 200mm | 1.000 ea @ \$200.00/ea | 200.00 |
| Steel Sheet Piling, Temp, Left in Place | 26.750 m @ \$231.00/m | 6,179.25 |
| Water Main, Conflict, 200mm | 1.000 ea @ \$2,573.90/ea | 2,573.90 |
| Water Main, DI, 200mm, Tr.Det G | -25.920 m @ \$189.00/m | -4,898.88 |
| Total | | <u>\$25,640.49</u> |

Reason for the above pay items; these items were needed to address the conflict of the 200mm water main which was not correctly located in the plans. State of Michigan Health Regulations required that the sanitary sewer be relocated.

Section 103.04 - EXTRA WORK – of the 1996 Standard Specifications for Highway construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra request supplements the original contract to include the above items of work to the contract

Benefit: This work addresses the necessary water and sanitary needs of the public adjacent to this project.

Funding Source: FHWA, 74.90 %; Berrien County Road Commission, 25.10 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work will deprive the consumers in the vicinity of this project of water, as well as sanitary services.

Cost Reduction: The lowest possible price has been negotiated and compares favorably with published average unit prices.

New Project Identification: This is an existing project already under contract.

200. **Item Number 2003 - 31**

Control Section/Job Number: 44448-54880A Local Agency Project

Contractor: Zito Construction Co.
8033 Fenton Road
Grand Blanc, Michigan 48439-8998

Designed by: Consultant

Engineer's Estimate: \$1,894,272.20

Description of Project:

Bituminous pavement cold milling, resurfacing, and streetscape on Nepessing Street from M-23 east to Saginaw Street and M-24 east to M-21 in the city of Lapeer, Lapeer County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | August 6, 2002 | |
| Contract Date: | August 22, 2002 | |
| Original Contract Amount: | \$1,545,257.44 | |
| Total of Overruns/Changes Approved to Date: | 112,322.76 | + 7.27 % |
| Total of Extras & Adjustments Approved to Date: | 66,538.00 | + 4.31 % |
| THIS REQUEST | <u>128,843.00</u> | <u>+8.34 %</u> |
| Revised Total | <u>1,852,961.20</u> | + 19.92 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 11.58 % over the original budget for an Authorized to Date Amount of \$1,724,118.20.

Approval of this extra will place the authorized status of the contract 19.92 % over (+\$307,703.76) the original budget.

Extras previously approved by the State Administrative Board: None

Contract Modification Number(s): 6, r.1; 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|------------------------------|-----------------------------|----------------------------|
| Station Grading | 30.000 sta @ \$1,625.00/sta | \$48,750.00 |
| Relocate Chamber of Commerce | 01.000 ls @ \$80,093.00/ls | <u>80,093.00</u> |
| Power Supply | | |
| Total | | <u>\$128,843.00</u> |

Reason for the first item above; the plans called for Station Grading to pay for all grading activities within the project limits, however, the pay item and quantity were inadvertently omitted as a bid item in the proposal. The unit price was negotiated with the contractor and is deemed reasonable considering the work required.

For the second item; the City of Lapeer, in conjunction with the Lapeer Chamber of Commerce, the Lapeer Downtown Development Association and the Lapeer Optimist Club, decided to relocate the power supply from overhead to underground. This will further improve the aesthetics of the downtown enhancement project and provide necessary safety related upgrades. The lump sum cost for an additional power distribution panel, modification of the proposed distribution panel, 28 receptacles, single and multiple circuits in the conduit and demolition of the existing overhead services were agreed upon by the contractor and the engineer of record. The costs were negotiated with the contractor and approved by the local organization involved. The individual estimated item quantities and unit prices for the materials and estimated hours and rates for labor associated with this work were presented by the contractor to the engineer and the city public works official for the City of Lapeer. The total for this work was considered as a lump sum price. The City deemed the work price reasonable. The engineer approved the contract modification. The City of Lapeer is paying 100% of this item and the documentation is retained in the Project Engineer's office and not at the Davison TSC.

The unit prices for this extra work were negotiated in accordance with Standard Specification 109.07.a and b. and compare favorably to industry standard prices.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003 State Transportation Commission and is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: This work addresses the need to relocate the power from overhead to an underground facility and address the inclusion of Station Grading to properly grade this project.

Funding Source: As noted above, part of this extra is being funded 100% by the City of Lapeer. The other portion is funded as noted in the contract, i.e. FHWA, 61.11 %; City of Lapeer, 38.89 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work means that the overhead power service has the potential of being downed by inclement weather, causing inconvenience and a safety hazard to the public in the vicinity of the project.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

201. **Item Number 2003 - 32**

Control Section/Job Number: 82457-49966A Local Agency Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed by: Local Agency

Engineer's Estimate: \$25,350,000.00

Description of Project:

New roadway construction work along the South Access Road Element 4 - Rogell Drive Connector from the ending of South Access Road Element 3 to south of the Burton Drive/Rogell Drive Connector, including existing road realignment and reconstruction, concrete and bituminous pavement, concrete median barrier, street lighting, airfield lighting, utility relocation, storm sewer, and bridge work.

| | | |
|---|-------------------------------|------------------------|
| Administrative Board Approval Date: | December 5, 2000 | |
| Contract Date: | January 9, 2001 | |
| Original Contract Amount: | \$20,263,969.72 | |
| Total of Overruns/Changes Approved to Date: | 1,068,452.84 | + 5.27 % |
| Total of Extras & Adjustments Approved to Date: | 2,140,305.73 | + 10.56 % |
| THIS REQUEST | <u>112,000.00</u> | + <u>0.55</u> % |
| Revised Total | <u>\$23,584,728.29</u> | + 16.38 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 15.83 % over the original budget for an Authorized to Date Amount of \$23,472,728.29.

Approval of this extra will place the authorized status of the contract 16.38 % over (+\$3,320,758.57) the original budget.

Extras previously approved by the State Administrative Board were on the February 5, 2002, Agenda, Item # 189, our Extra Item # 2002-06 for \$367,434.30 and on the September 3, 2002, Agenda, Item # 106, our Extra Item # 2002-46 for \$214,412.75.

Contract Modification Number(s): 90, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|-------------------------------------|-------------------------|----------------------------|
| Increased overtime to expedite work | 1.000 ls @ \$112,000.00 | <u>\$112,000.00</u> |
| for terminal opening, | | |
| Total | | <u>\$112,000.00</u> |

Reason for the pay item above; during construction, it became apparent that the staging plans, as originally designed, would not work. Through a series of meetings, a revised staging plan was developed. It was then recognized that through the staging revisions and unforeseen contract item quantity increases and changes, that the first year phases of the project were in jeopardy of not being completed prior to the opening of the Detroit-Wayne County Metropolitan Airport Mid-Field Terminal, as intended. Through negotiations with all parties, it was resolved that through increased overtime, the Roadway should be open and available for traffic prior to the opening of the Mid-Field Terminal. Through a series of negotiations, a lump sum price was agreed upon to provide the necessary overtime to have the Roadway open and available as intended. This price was deemed reasonable based upon the estimated crew hours needed for this task. No contract item is provided to compensate the Contractor for this work. The price was negotiated based upon estimated labor hours and on Davis Bacon Rates.

The lump sum cost was determined in accordance with Standard Specification 109.07.b.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003 meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: This work expedites the opening of the airport facility thereby reducing user delay costs incurred by the public.

Funding Source: State Restricted Trunkline Funds, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work means that business will be lost by airlines and the clientele will be inconvenienced by reduced availability of flights.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project.

202. **Item Number 2003 – 33**

Control Section/Job Number: 46041-58248A Department Project

Contractor: Nashville Construction Company
11205 Lawrence Road
Nashville, Michigan 49073

Designed by: MDOT

Engineer's Estimate: \$1,323,844.46

Description of Project:

0.79 mi of HMA widening for center left turn lane on M-34, from Munson Highway easterly to Hudson Industrial Park driveway, in the city of Hudson and Hudson Township, Lenawee County.

| | | |
|---|------------------------------|-----------------|
| Administrative Board Approval Date: | August 6, 2002 | |
| Contract Date: | August 7, 2002 | |
| Original Contract Amount: | \$1,259,442.80 | |
| Total of Overruns/Changes Approved to Date: | 4,452.00 | + 0.35 % |
| Total of Extras & Adjustments Approved to Date: | 10,650.00 | + 0.85 % |
| THIS REQUEST | <u>71,280.00</u> | +5.66 % |
| Revised Total | <u>\$1,345,824.80</u> | + 6.86 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 1.20 % over the original budget for an Authorized to Date Amount of \$1,274,544.80.

Approval of this extra will place the authorized status of the contract 6.86 % over (+\$86,382.00) the original budget.

Extras previously approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|--------------------------------|---------------------------|---------------------------|
| Turf Reinforcement Mat, Perm. | 2750.000 syd @ \$7.00/syd | 19,250.00 |
| Culv End Sect, Conc, 60 inch | 2.000 ea @ \$3,000.00/ea | 6,000.00 |
| Culv, Cl A, Conc, 60 inch | 112.00 ft @ \$190.00/ft | 21,280.00 |
| Dr Structure, Tap, 18 inch | 1.000 ea @ \$300.00/ea | 300.00 |
| Sewer Bulkhead, 18 inch | 1.000 ea @ \$350.00/ea | 350.00 |
| Sewer, Cl A, 18 inch, Tr Det A | 325.000 ft @ \$36.00/ft | 11,700.00 |
| Sewer, Cl B, 18 inch, Tr Det A | 261.000 ft @ \$40.00/ft | 10,440.00 |
| Sewer, Rem, 24 inch to 48 inch | 98.000ft @ \$20.00/ft | 1,960.00 |
| Total | | <u>\$71,280.00</u> |

Reason for the pay items above; prior to the 2002 seasonal shutdown several meetings were held with the property owner and the appropriate MDOT Staff. The property owner expressed concern about the roadway waters being directed towards his property. The property owner, the City of Hudson and the company, Hi-Lex, requested enlarging the planned drainage system capacity to avoid previous flooding problems. The Project Manager requested that during the winter months the Lansing Hydraulics Unit perform an analysis of the entire area. The Lansing Hydraulics Unit supported increasing the diameter of the previously proposed drainage and the Jackson Transportation Service Center concurred.

Section 103.04 - EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements the original contract to include the above items of work.

Benefit: This work addresses the proven water and sanitary needs of the public adjacent to this project.

Funding Source: FHWA, 74.90 %; Berrien County Road Commission, 25.10 %

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work will deprive the population in the vicinity of the project adequate water and sanitary services.

Cost Reduction: The lowest possible price has been negotiated and compares favorably with published average unit prices. Bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

New Project Identification: This is an existing project already under contract.

203. **Item Number 2003 – 34**

Control Section/Job Number: 33006-53433A Local Agency Project

Contractor: Prince Bridge & Marine, Ltd.
P. O. Box 501
Grand Haven, Michigan 49417

Designed by: Consultant

Engineer's Estimate: \$1,824,168.13

Description of Project:

Removal of a two (2) span earth filled concrete arch bridge, construction of a prestressed I-beam bridge with concrete deck, and related work on Elm Street bridge over the Grand River, in the city of Lansing, Ingham County.

| | | |
|---|------------------------------|------------------------|
| Administrative Board Approval Date: | May 7, 2002 | |
| Contract Date: | May 10, 2002 | |
| Original Contract Amount: | \$1,709,199.01 | |
| Total of Overruns/Changes Approved to Date: | 1,189.03 | + 0.07 % |
| Total of Extras & Adjustments Approved to Date: | 100,679.00 | + 5.89 % |
| THIS REQUEST | <u>50,800.00</u> | + <u>2.97</u> % |
| Revised Total | <u>\$1,861,867.04</u> | + 8.93 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 5.96 % over the original budget for an Authorized to Date Amount of \$1,811,067.04.

Approval of this extra will place the authorized status of the contract 8.93 % over (\$152,668.03) the original budget.

Extras previously approved by the State Administrative Board: None

Contract Modification Number(s): 8, r.1; 9, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|---------------------------------|-----------------------------|---------------------------|
| Steel sheet pile, left in place | 37,200.000 dlr @ \$1.00/dlr | \$37,200.00 |
| Removal of | | |
| Rock & Masonry Structure | 13,600.000 dlr @ \$1.00/dlr | <u>13,600.00</u> |
| Total | | <u>\$50,800.00</u> |

Reason for the pay items above: temporary steel pile was added to protect the Board of Water and Light power pole in the Northwest Quadrant of Elm Street and the Grand River. Due to the location and extent of the footings for the existing wingwall and its proximity to the power pole, the contractor was directed to place temporary steel sheeting to insure the stability of the overhead power lines. The temporary steel sheeting was to allow the necessary excavation and removal of this portion of the existing structure as well as the driving of the foundation piling and placement of the structural elements for the new wingwall. The contractor provided all labor, equipment, and materials necessary to perform this work, engineering calculations for review prior to placing temporary sheeting, and facilitated all necessary coordination with the Board of Water and Light for temporary shutdown and grounding of the overhead lines during placement and removal operations. Work was presumed to be done on Saturday. Removal of the rock and masonry structure was needed to construct the new abutments. Old concrete and rock slab was encountered two feet underneath the existing wingwall. This material had to be removed in order to drive the sheet piling. These items were reviewed with the City of Lansing and the Lansing TSC on April 22, 2003.

Section 103.04 - EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements the original contract to include the above items of work.
Benefit: This work ensures that the Lansing Board of Water and Light utility customers maintain their service.
Funding Source: FHWA, 76.98 %; State Restricted Trunkline Funds, 14.44%; City of Lansing, 8.58%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.
Risk Assessment: Omission of this work potentially means that the power poles supporting the electric transmission lines could tip over, disrupting service and requiring costly repairs to restore service.
Cost Reduction: The lowest possible price has been negotiated.
New Project Identification: This is an existing project already under contract.

204. **Item Number 2003 – 35**

Control Section/Job Number: 50111-43941A Department Project

Contractor: C.A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, Michigan 48088

Designed by: Consultant

Engineer's Estimate: \$47,262,153.44

Description of Project:

10.68 km of bituminous resurfacing, concrete pavement repair, bituminous freeway and concrete ramp reconstruction, lighting, traffic signal installation, watermain alteration and rehabilitation of 18 structures, on I-94 from M-102 northeasterly to Masonic Boulevard, and concrete reconstruction on Little Mack Avenue, in the cities of Harper Woods, Eastpointe, Roseville and St. Clair Shores, and Clinton Township, Macomb County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | April 16, 2002 | |
| Contract Date: | May 03, 2002 | |
| Original Contract Amount: | \$45,974,190.43 | |
| Total of Overruns/Changes Approved to Date: | 642,935.50 | + 1.40 % |
| Total of Extras & Adjustments Approved to Date: | -2,919,009.29 | - 6.35 % |
| THIS REQUEST | <u>170,000.00</u> | <u>+0.37 %</u> |
| Revised Total | <u>\$43,868,116.64</u> | - 4.58 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract - 4.95 % over the original budget for an Authorized to Date Amount of \$43,698,116.64.

Approval of this extra will place the authorized status of the contract -4.58 % under (-\$2,106,073.79) the original budget.

Extras previously approved by the State Administrative Board: None

Contract Modification Number(s): 34, r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|-------------------|------------------------------|---------------------|
| Asbestos, Removal | 170,000.000 dlr @ \$1.00/dlr | \$170,000.00 |
| Total | | <u>\$170,000.00</u> |

Reason for the pay items above: this request establishes a pay item for the removal of asbestos material on the 12 Mile Road bridge over I-94. Force account records are being kept. An estimated amount of \$170,000.00 is needed to compensate the contractor for this work.

Section 103.04 - EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements the original contract to include the above items of work.

Benefit: The removal of asbestos material on this bridge insures that friable asbestos does not enter the environment.

Funding Source: FHWA, 80.00 %; State Restricted Trunkline Funds, 18.55%; City of Roseville, 1.45%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: MDOT is responsible by environmental protection agency policy requirements to remove asbestos material from structures when it is identified. Failure to comply with these regulations insures that we will be fined.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

205. **Item Number 2003 – 36**

Control Section/Job Number: 82122-38079A Department Project

Contractor: John Carlo/Thompson-McCully Company (Joint Venture)
45000 River Ridge Drive
Clinton Township, Michigan 48038

Designed by: MDOT

Engineer's Estimate: \$46,442,964.34

Description of Project:

12.41 km of concrete pavement repair and bituminous resurfacing on I-96 from west of Haggerty Road easterly to Fenton Street, interchange reconstruction and freeway lighting and rehabilitation of 48 structures in the I-275/M-14/I-96 interchange, in the city of Livonia, and Plymouth and Redford Townships, Wayne County.

| | | |
|---|-------------------------------|------------------------|
| Administrative Board Approval Date: | February 6, 2001 | |
| Contract Date: | March 15, 2001 | |
| Original Contract Amount: | \$44,722,597.43 | |
| Total of Overruns/Changes Approved to Date: | -170,924.66 | - 0.38 % |
| Total of Extras & Adjustments Approved to Date: | 552,589.04 | + 1.24 % |
| THIS REQUEST | <u>1,335,600.00</u> | + <u>2.99</u> % |
| Revised Total | <u>\$46,439,861.81</u> | + 3.85 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 0.86 % over the original budget for an Authorized to Date Amount of \$45,104,261.81.

Approval of this extra will place the authorized status of the contract 3.85 % over (+\$1,717,264.38) the original budget.

Extras previously approved by the State Administrative Board: None

Contract Modification Number(s): 68, r.7; 69, r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|-------------------------------|----------------------------|------------------------------|
| Changed conditions, job 52680 | 1.000 ls @ \$566,676.00/ls | \$566,676.00 |
| Changed conditions, job 51521 | 1.000 ls @ \$482,724.00/ls | \$482,724.00 |
| Heating and Housing | 1.000 ls @ \$159,000.00/ls | \$159,000.00 |
| Idle Time & Additional | | |
| Coordination Cost | 1.000 ls @ \$127,200.00/ls | <u>\$127,200.00</u> |
| Total | | <u>\$1,335,600.00</u> |

Reason for the first two pay items above: the original plans called for cleaning and coating of thirty-six bridges; each of them was referenced similarly in the plans and specifications. The underlying steel for nine bridges, of the thirty-six, had a profiled surface under the existing paint system. This profiled surface was not alluded to in the plans or specifications, preventing the contractors from adequately addressing the condition in their bidding process. It was confirmed through a time and material evaluation that the effort required to complete the cleaning of the steel for the nine bridges was significantly greater than the effort of the remaining 25 bridges.

The first two pay items were needed because the surface of the steel beneath the existing paint surface on the nine bridges was significantly different than the plans originally indicated. When the existing paint system was removed, it became evident that the steel surface needed extensive surface modification and additional preparation prior to placement of the new paint. This was associated more with cleaning of the existing paint system than surface modification. The price adjustments were in direct correlation to the amount of extra effort needed to remove the original paint system.

To arrive at a cost for these two bridges, labor costs came from federal and state mandated labor rates, the equipment rental rates came from the Primedia "Blue Book," and material costs were documented by invoices for one bridge. The total cost for this extensive work was divided by the square footage of treatment on this bridge to arrive at a cost per square foot. This cost per square foot was applied to the square footage that needed treatment and this was how the cost for the first two items was established.

The third pay item extended the construction season in the fall. As the 2001 construction season was winding down, the Department evaluated an opportunity to complete all remaining work that would impact traffic on the project by year end 2001. This benefits the Department and the motoring public, the contractor was directed to complete all work requiring impacts to traffic by year-end, 2001. The Transportation Service Center directed the Contractor to provide Heating and Housing for late season bridge painting. Contract specifications dictated, based on temperatures, when heating and housing would be required. This contract extra was established based on a review of force-account-like records provided by contractor.

The fourth pay item addresses construction coordination towards the end of the project. As the 2001 construction season was winding down, the Department evaluated an opportunity to complete all remaining work that would impact traffic on the project by year end 2001. This would eliminate any additional disruption to the motoring public during the 2002 construction season. The costs for idled equipment were computed at half (.50) the regular rate, per the specification.

Acknowledging the many benefits to the Department and our customers (the motoring public), the contractor was directed to complete all work requiring impacts to traffic, by year end 2001. This decision required the contractor to coordinate work schedules with the railroad company within the 2001 calendar year. This decision eliminated the opportunity for the contractor to successfully coordinate with the railroad company in the spring, and potentially avoid scheduling and cost impacts. It was agreed that both the Department and the contractor shared responsibility for the additional cost and therefore the Department would compensate them for only a portion of the costs. This contract extra was established based on an analysis of the shared responsibility and a review of force-account-like records provided by the contractor.

In negotiating prices presented herein, the Engineer developed Lump Sum authorized prices by applying provisions from Section 109.07.6 of the 1996 Specifications. Documentation supporting these extras is in the project file at the Taylor TSC office.

Section 103.04 and 109.07 - EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work. The “changed-condition work” also follows section 103.03 of the 1996 Standard Specification for Highway Construction.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2003 meeting and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements the original contract to include the above items of work.

Benefit: There is a customer/user benefit to having this job’s traffic impact portion completed in 2001, rather than having the work continue in the 2002 construction season.

Funding Source: FHWA, 90.00 %; State Restricted Trunkline Funds, 9.54 %; City of Livonia, 0.46%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Failure to do this work extends the exposure to unsafe construction activities to the public. Doing this extra work minimizes that exposure, thereby making the construction staging of this project safer.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

OVERRUNS

206. Item Number 07 – 1

Control Section-Job Number: 82141-53669A Department Project

Contractor: Posen Construction, Inc.
3675 Auburn Road
Utica, Michigan 48317

Designed By: MDOT
Engineer's Estimate: \$1,481,305.48

Description of Project:

Traffic signal upgrading/optimization at twenty-six (26) locations on M-102, from Grand River Avenue easterly to Asbury Park, in the city of Detroit, Wayne County.

| | | |
|--------------------------------|------------------------------|------------------------|
| Administrative Board Approval: | August 3, 2001 | |
| Contract Date: | August 30, 2001 | |
| Original Contract Amount: | \$1,348,025.72 | |
| AdBoard Resolution Allowable: | 134,802.57 | + 10.00 % |
| Total of Extras Approved: | 35,403.10 | + 2.63 % |
| THIS REQUEST | <u>4,984.77</u> | + <u>0.37</u> % |
| Revised Total | <u>\$1,523,216.16</u> | + 13.00 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 12.63 % over the original budget for the Authorized to Date Amount of \$1,518,231.39.

Approval of this overrun will place the authorized status of the contract 13.00 % over (+\$175,190.44) the Original Budget.

Overruns Previously Approved by State Administrative-Board: None

The following work item(s) exceeded contract quantities and contributed to the contract overrun:

| | | |
|-----------------------|----------------------|--------------------------|
| Conduit, Jacked Bored | 71.211 m @ \$70.00/m | <u>\$4,984.77</u> |
| Total | | <u>\$4,984.77</u> |

Reason for items above: this traffic signal upgrade includes the installation of conduit along the median of Eight Mile Road using an open-cut method of installation. However, the design did not consider that the median of Eight Mile Road has mature trees which would be impacted by the installation per plan. Many of the tree roots would be severed during the "plowing-in" type of open-cut installation, likely destroying the trees. To save the trees, the contractor is using jacked-bored installation at a five-foot depth to avoid the major tree roots.

This overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work.
Benefit: The public benefits by keeping the original trees that were an existing part of the landscaping on this project site.

Funding Source: FHWA, 100.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Failure to do this work would mean that the existing trees would be destroyed and would need to be replaced to restore the aesthetics to the location.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

207. **Item Number 07 – 2**

Control Section/Job Number: 49022 - 51409A

Department Project

Contractor: Norris Contracting, Inc.
770 West 4 ½ Mile Road
Sault Ste. Marie, Michigan 49783

Designed by: MDOT

Engineer's Estimate: \$700,739.32

Description of Project:

1.793 km of bituminous resurfacing and widening for passing relief lanes on US-2, from east of Mattix Creek easterly to west of Black River, in Garfield and Hudson Townships, Mackinac County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | March 19, 2002 | |
| Contract Date: | June 3, 2002 | |
| Original Contract Amount: | \$736,933.95 | |
| Total of Overruns/Changes (Approved to Date): | 73,693.40 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 14,789.17 | + 2.01 % |
| THIS REQUEST | <u>6,284.28</u> | + <u>0.85</u> % |
| Revised Total | <u>\$831,700.80</u> | + 12.86 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 12.01 % over the original budget for an Authorized to Date Amount of \$825,416.52.

Approval of this overrun will place the authorized status of the contract 12.86 % over (+\$94,766.85) the original budget.

Overruns previously approved by the State Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

| | | |
|------------------|-----------------------|---------------------------|
| Backfill, Swamp | 739.32 m3 @ \$5.26/m3 | \$ 3,888.82 |
| Excavation, Peat | 728.10 m3 @ \$3.29/m3 | <u>2,395.46</u> |
| Total | | <u>\$ 6,284.28</u> |

Reason for the above items; prior to proceeding with this project the swamp needed to have peat removed beyond the original depths and limits identified in the plans. Consequently, additional swamp backfill was needed. The design underestimated these quantities.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: State Restricted Trunkline, 100 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the public road system will have a facility that will be poorly supported because the roadway is not on a solid base material.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

208. **Item Number 07 – 3**

Control Section/Job Number: 38101 - 56336A

Department Project

Contractor: Terry Construction, Inc.
8600 Berk Boulevard
Hamilton, Ohio 45015

Designed by: MDOT

Engineer's Estimate: \$395,623.00

Description of Project:

16.37 km of overband crack fill and microsurfacing and 20.39 km of bituminous crack treatment, in I-94 from Michigan Avenue easterly to Sargent Road, in Parma, Blackman, Sandstone and Leoni Townships, Jackson County.

Administrative Board Approval Date: February 5, 2002

Contract Date: February 15, 2002

Original Contract Amount: \$304,176.94

Total of Overruns/Changes (Approved to Date): 30,417.69 + 10.00 %

Total of Extras and Adjustments (Approved to Date): 0.00 + 0.00 %

THIS REQUEST **123,603.80** **+ 40.64 %**

Revised Total **\$458,198.43** **+ 50.64 %**

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.00 % over the original budget for an Authorized to Date Amount of \$334,594.63.

Approval of this overrun will place the authorized status of the contract 50.64 % over (+\$154,021.49) the original budget.

Overruns previously approved by the State Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

| | | |
|-----------------------------|--------------------------------|----------------------------|
| Overband Crack Fill Roadbed | 27.7069 rbkm @ \$4,461.12/rbkm | \$ 123,603.80 |
| Total | | <u>\$123,603.80</u> |

The designer acquired field information indicating the length of the proposed project in miles. The conversion of miles to kilometers was not done in the design phase of the project. This increase reflects the conversion from miles to kilometers.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and approval is requested by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items. These are preventative measures designed to lengthen the quality of the ride and the life of the pavement.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: State Restricted Trunkline, 100 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the roadway system will have the potential of deteriorating faster and repairs will be at a higher cost and require a more extensive level of work.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

209. **Item Number 07 - 4**

Control Section/Job Number: 30555 - 51760A

Local Agency Project

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, Michigan 48813

Designed by: Local Agency

Engineer's Estimate: \$1,885,997.00

Description of Project:

9.16 km of roadway widening, bituminous crushing and shaping, bituminous surfacing with gravel shoulders or curb and gutter on Concord Road from US-12 to Jackson County Line, in Hillsdale County.

| | | |
|---|------------------------------|------------------------|
| Administrative Board Approval Date: | May 1, 2001 | |
| Contract Date: | May 9, 2001 | |
| Original Contract Amount: | \$1,774,416.10 | |
| Total of Overruns/Changes (Approved to Date): | 177,441.61 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 600.00 | + 0.03 % |
| THIS REQUEST | <u>42,094.38</u> | + <u>2.37</u> % |
| Revised Total | <u>\$1,994,552.09</u> | + 12.40 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.03 % over the original budget for an Authorized to Date Amount of \$1,952,457.71.

Approval of this overrun will place the authorized status of the contract 12.40 % over (+\$220,135.99) the original budget.

Overruns previously approved by the State Administrative Board: Item Number 3 – 8 for \$27,661.80; Item 33 on the March 18, 2003 State Administrative Board.

The following work item(s) exceeded contract quantities and contributed to the contract overrun:

| | | |
|-------------------|------------------------|---------------------------|
| Excavation, Earth | 6,013.483 m3@\$7.00/m3 | <u>\$42,094.38</u> |
| Total | | <u>\$42,094.38</u> |

Reason for the above item; the earth work quantities in this contract were increased due to the need to build the project to the vertical alignment and cross-sectional profile indicated in the plans. The local agency designer did not accurately calculate the quantities needed to properly construct this project.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published design standards.

Funding Source: FHWA, 47 %; State Restricted Trunkline, 33 %; Hillsdale County Road Commission, 20 %

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the roadway facility will be poorly constructed because the roadway is not built to the proposed vertical design.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

210. **Item Number 07 – 5**

Control Section-Job Number: 51438-56431A Local Agency Project

Contractor: Elmer's Crane & Dozer, Inc.
3600 Rennie School Rd.
P.O. Box 6150
Traverse City, Michigan 49696-6150

Designed By: Consultant
Engineer's Estimate: \$301,947.40

Description of Project:

0.53 mi of roadway reconstruction including pavement removal, earthwork, bituminous pavement, guardrail, concrete curb and gutter, and pavement markings on Cherry Road from 12th Street to Merkey Road in the city of Manistee, Manistee County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval: | May 7, 2002 | |
| Contract Date: | May 21, 2002 | |
| Original Contract Amount: | \$192,968.80 | |
| Total of Overruns/Changes (Approved to Date): | 19,161.74 | + 9.93 % |
| Total of Extras and Adjustments (Approved to Date): | 924.80 | + 0.48 % |
| THIS REQUEST | <u>2,800.00</u> | + <u>1.45</u> % |
| Revised Total | <u>\$215,855.34</u> | + 11.86 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.41 % over the original budget for the Authorized to Date Amount of \$213,055.34.

Approval of this overrun will place the authorized status of the contract 11.86 % over (+\$22,886.54) the Original Budget.

Overruns Previously Approved by State Administrative-Board: None

The following work item(s) exceeded contract quantities and contributed to the contract overrun:

| | | |
|------------------------|-------------------------|--------------------------|
| Tree Removal 8" to 18" | 8.000 ea @ \$ 350.00/ea | <u>\$2,800.00</u> |
| Total | | <u>\$2,800.00</u> |

Reasons for this item: the consultant who designed this job underestimated the number of trees, whose diameter was between eight and eighteen inches, that needed to be removed to accommodate ditching and address the drainage needs at this site.

This overrun is recommended for approval by the July 1, 2003 State Administrative Board.

Purpose/Business Case: This request supplements the original contract to include the above items of work.

Benefit: The public benefits from the removal of these trees. Clear zone regulation requires that large trees be removed from close proximity of the road for safety reasons.

Funding Source: FHWA, 81.85 %; City of Manistee, 18.15 %

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Failure to do this work would leave hazardous trees alongside the roadway that could be struck by motorists, potentially causing vehicle damage and personal injury and/or death.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

211. **Item Number 07 - 6**

Control Section/Job Number: 18060 - 58334A Local Agency Project

Contractor: M & M Excavating Company, Inc.
8035 Old State Road
Gaylord, Michigan 49735

Designed by: Consultant

Engineer's Estimate: \$349,115.25

Description of Project:

1.1 mi of aggregate surfacing, subbase, geogrid treatment, bituminous base crushing and shaping, culverts, underdrains, and turf establishment on Townline Lake Road, from Athey Avenue easterly to 500 feet east of Bailey Lake Avenue, Hamilton Township, Clare County

| | | |
|---|----------------------------|-------------------------|
| Administrative Board Approval Date: | June 4, 2002 | |
| Contract Date: | June 5, 2002 | |
| Original Contract Amount: | \$275,888.00 | |
| Total of Overruns/Changes (Approved to Date): | 27,588.80 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 6,931.64 | + 2.51 % |
| THIS REQUEST | <u>87,277.95</u> | + <u>31.63</u> % |
| Revised Total | <u>\$397,686.39</u> | + 44.13 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 12.51 % over the original budget for an Authorized to Date Amount of \$310,408.44.

Approval of this overrun will place the authorized status of the contract 44.14 % over (+\$121,798.39) the original budget.

Overruns previously approved by the State Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

| | | |
|-----------------|-----------------------------|----------------------------|
| Swamp Backfill | 17,811.820cyd @ \$ 1.90/cyd | \$ 33,842.46 |
| Peat Excavation | 17,811.830 cyd @ \$3.00/cyd | <u>53,435.49</u> |
| Total | | <u>\$ 87,277.95</u> |

Reason for the above item: prior to proceeding with this project the swamp needed to have peat removed beyond the original depths and limits identified in the plans, consequently additional swamp backfill was needed. The designer underestimated these quantities.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and approval is requested by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items. These are preventative measures designed to improve the quality of the ride and lengthen the life of the pavement.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 80 %; Clare County Road Commission, 20 %

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the public roadway system will have a facility that will be poorly supported because the roadway is not on a solid base material.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

212. **Item Number 07 - 7**

Control Section/Job Number: 18555 - 39291A

Local Agency Project

Contractor: M & M Excavating Company, Inc.
8035 Old State Road
Gaylord, Michigan 49735

Designed by: Consultant

Engineer's Estimate: \$774,833.00

Description of Project:

5.1 km of bituminous paving with earth excavation, aggregate base, bituminous base crushing and shaping, drainage improvements, and pavement markings on Old State Avenue, from M-61 northerly to Arnold Lake Road in Clare County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | March 19, 2002 | |
| Contract Date: | April 24, 2002 | |
| Original Contract Amount: | \$634,061.19 | |
| Total of Overruns/Changes (Approved to Date): | 63,406.12 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 44,023.00 | + 6.94 % |
| THIS REQUEST | <u>37,938.86</u> | + <u>5.98</u> % |
| Revised Total | <u>\$779,429.17</u> | + 22.92 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 16.94 % over the original budget for an Authorized to Date Amount of \$741,490.31.

Approval of this overrun will place the authorized status of the contract 22.92 % over (+\$145,367.98) the original budget.

Overruns previously approved by the State Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

| | | |
|----------------|---------------------------|---------------------------|
| Aggregate Base | 4,742.3575 ton@\$8.00/ton | <u>\$37,938.86</u> |
| Total | | <u>\$37,938.86</u> |

Reason for the above item: the consultant who designed the plans for the local agency underestimated the item, aggregate base. This project had two different cross-sections. One involving a grade change and the other had no grade change. The existing aggregate base layer that was to become part of the final aggregate base layer was not as thick as the soil borings originally indicated. Consequently additional aggregate base material was necessary to adequately construct the roadway cross-section.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2003, meeting and is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published design standards.

Funding Source: FHWA, 80 %; Clare County Road Commission, 20 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the public roadway system will have a facility that will be poorly supported because the roadway is not on a solid base material.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

213. **Item Number 07 - 8**

Control Section/Job Number: 30078 - 51759A

Local Agency Project

Contractor: Miller Development, Inc.
2700 N. Wyman Road
Weidman, Michigan 48893

Designed by: Consultant

Engineer's Estimate: \$307,168.00

Description of Project:

Removal of a single-span concrete t-beam bridge, construction of a prestressed post-tensioned concrete bridge, and related approach work, on north Adams Road over Williams Drain in Wheatland Township, Hillsdale County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | March 20, 2001 | |
| Contract Date: | April 3, 2001 | |
| Original Contract Amount: | \$282,927.12 | |
| Total of Overruns/Changes (Approved to Date): | 28,292.71 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 5,950.00 | + 2.10 % |
| THIS REQUEST | <u>4,288.27</u> | + <u>1.51</u> % |
| Revised Total | <u>\$321,458.10</u> | + 13.61 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 12.10 % over the original budget for an Authorized to Date Amount of \$317,169.83.

Approval of this overrun will place the authorized status of the contract 13.61 % over (+\$38,530.98) the original budget.

Overruns previously approved by the State Administrative Board: None.

The following work item(s) exceeded contract quantities and contributed to the contract overrun:

| | | |
|--------------|-------------------------|--------------------------|
| Embankment | 428.827 cyd@\$10.00/cyd | <u>\$4,288.27</u> |
| Total | | <u>\$4,288.27</u> |

Reason for the above item: the embankment item was underestimated by the consultant who designed the plans for the local agency.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published design standards.

Funding Source: FHWA, 79.86 %; Hillsdale County Road Commission, 20.14 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the roadway facility will be poorly constructed because the roadway is not built to the proposed vertical design.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

214. **Item Number 07 - 9**

Control Section/Job Number: 76011 - 60073A

Department Project

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, Michigan 48813

Designed by: MDOT

Engineer's Estimate: \$195,605.88

Description of Project:

Bituminous intersection improvements, culvert replacement, watermain and sanitary sewer alterations on M-52, at the Bath Road intersection, in the city of Perry, and Perry Township, Shiawassee County.

| | | |
|---|-----------------------------|-------------------------|
| Administrative Board Approval Date: | July 2, 2002 | |
| Contract Date: | July 8, 2002 | |
| Original Contract Amount | \$221,746.34 | |
| Total of Overruns/Changes (Approved to Date): | 22,174.63 | + 10.00 % |
| Total of Extras and Adjustments (Approved to Date): | 24,474.00 | + 11.03 % |
| THIS REQUEST | <u>104,497.82</u> | + <u>47.12</u> % |
| Revised Total | <u>\$ 372,892.79</u> | + 68.15 % |

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 21.03 % over the original budget for an Authorized to Date Amount of \$268,394.97.

Approval of this overrun will place the authorized status of the contract 68.15 % over (+\$151,146.45) the original budget.

Overruns previously approved by the State Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

| | | |
|---------------------|-------------------------------|-----------------------------|
| Slope Restoration | 4,869.450 syd @ \$10.00/syd | \$ 48,694.50 |
| Bituminous Approach | 5,580.332 tons @ \$ 10.00/ton | <u>55,803.32</u> |
| Total | | <u>\$ 104,497.82</u> |

Substantially more slope restoration was needed for the drainage channels along Bath Road. The project included the installation of a culvert in this vicinity. The original channel needed additional slope restoration to adequately protect it from the erosive flows that the channel would experience during heavy rainfall.

The bituminous approach was needed because the contractor was directed by construction oversight forces to mill and resurface all asphalt within the intersection limits. The plans were designed in such a fashion that only pavement sections in new drainage areas would have the pavements removed from the roadbed and replaced with new pavement. It was the intent of this project to mill and resurface the entire intersection. However, there was not enough bituminous material in the original plans to build the new pavement areas at this intersection.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2003 meeting and is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantity of original contract items.

Benefit: Both the public and the environment benefit from the slopes on the project being restored as soon as possible, thus minimizing erosion of the existing site.

Funding Source: State Restricted Trunkline Funds, 100 %

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work means that the roadway facility would contribute to soil erosion problems and excessive sedimentation deposits.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project, already under contract.

EXCESS PROPERTY

215. RESOLUTION “A” – Negotiated Sale – Public Purpose
CS 63193 - Parcel 1, Pt. A, Tract 504

The property is located in Commerce Township, Oakland County, Michigan, and contains 64 acres, more or less. The subject tract was appraised at \$2,815,000 by Norman G. Thomas of R. S. Thomas and Associates, Inc., on October 17, 2003, reviewed by Paul E. Sanders, Metro Region Appraiser, and approved for sale by Mark E. Jordan, Manager, Project Development Section, Real Estate Support Area, on December 13, 2002. Per MDOT procedures, the subject tract was offered to local municipalities prior to being offered to the public. MDOT procedures also state that excess land sales in excess of \$50,000 can be purchased on land contract or optioned for purchase in special cases, with 20 percent of the purchase price as down payment or initial option fee. Commerce Township submitted an “Option Agreement” accompanied by a check in the amount of \$563,000, which represents a 20 percent non-refundable option fee payment that is required for all option or land contract transactions. The balance of the purchase price is \$2,252,000, and the optionee will pay additional non-refundable option fees in equal monthly installments of not less than \$28,150, which is calculated as 1 percent of the purchase price. All excess property land contracts and options earn interest at 11 percent per annum and are due in five full years from the date of execution. This property will be conveyed with a 10-year reversionary clause requiring the property to be used for public purpose. The parcel was determined to be excess by the Bureau of Highways - Development.

\$2,815,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State-needed real estate interests returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 25, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: July 1, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Increase Amount

Amendatory Contract (2001-0197/A2) between MDOT and Iteris, Inc., will increase the contract amount by \$795,652 to provide for routine and preventive maintenance of Intelligent Transportation System (ITS) field devices and communications equipment, support of system/software for preventive and emergency services, and preventive and emergency maintenance of hardware located at the Michigan Intelligent Transportation System Center (MITSC). The amendment is needed because the resources required to deliver the contract services will be expended prior to the expiration of the contract. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communication equipment for the Michigan Intelligent Transportation Systems in Detroit. The contract term remains unchanged, December 27, 2000, through December 31, 2003. The revised total contract amount will be \$7,060,187. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. Maintenance of MITS equipment is necessary to provide continued data and services.

Benefit: Maintenance of ITS field devices and communications equipment and support of system/software and hardware located at the MITS Center will maximize system availability.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Amendment allows for maintenance of MITSC system for continuing operations. Not amending the contract would effectively end system operations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

2. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU (Old US-31)
Memorandum of Understanding (2002-0603) between MDOT and the Muskegon County Road Commission will transfer jurisdiction of 1.957 miles of Old US-31 in Muskegon County. In lieu of performing restoration work, MDOT will pay the County \$625,000. Jurisdiction will transfer from MDOT to the County upon award. Source of Funds: State Restricted Trunkline Funds - \$625,000.
- Purpose/Business Case:** Jurisdictional transfer of old "Unsigned" State trunkline under the authority of P.A. 296 of 1969.
- Benefit:** P.A. 51 of 1951 and other acts provide for MDOT to build new State trunklines or to realign existing ones; when this occurs, the "old" State trunklines no longer serve a State trunkline purpose. Jurisdictional transfer of "old" State trunklines to a county road commission: (1) places the roadway at the correct level of responsibility in terms of how the roadway functions for the local community; and (2) frees up future MDOT maintenance and improvement resources for "signed" State trunklines that serve a statewide purpose.
- Funding Source:** MDOT Grand Region "R &R" budget funds. These funds are not specifically earmarked for this type of work and no portion of the funds are from Build Michigan III.
- Commitment Level:** The contract cost is for a negotiated lump sum payment, which is fixed.
- Risk Assessment:** If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of State roads. Over time, the costs of retaining an "old" "unsigned" trunkline will far outweigh the contract costs of the jurisdictional transfer.
- Cost Reduction:** The contract cost has been negotiated to the lowest mutually acceptable level. Once the contract is in effect, MDOT will no longer have maintenance responsibility for the roadway.
- New Project Identification:** This is not a new construction project - the purpose of the lump sum is to fund the restoration, repair, and/or reconstruction of an existing road, the turnback roadway.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director